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Our friend who has prepared a series of scientific articles, which have appeared in the SAILOR'S MAGAZINE, will be gratified to know that we have received very gratifying expressions of high satisfaction therein from some of our readers who are capable of appreciating them. We have such appreciative readers among professional and other educated men, especially in the Naval and Mercantile Marine.

Gun Cotton.

From the United Service Magazine, Vol. 1, No. 4, April 1864.

BY MAJOR LAIDLEY, U. S. ORD. DEPT.

This substance, when first made known to the world by Schonbein in 1846, created quite a *furor* among scientific men. Persons of sanguine temperament saw in it a material which was at once to supersede gun powder for all the various purposes for which the latter was used in sporting, mining, and in war. The attention of our Government was at once called to the importance of an early investigation of its merits; Schonbein's formula was furnished by him, together with a sample of his cotton, and in November 1846 a series of experiments was begun by the Ordnance Department, for the purpose of Comparing its effects with gunpowder, and of testing its fitness for use in heavy cannon, as well as in small arms.

These experiments, ably conducted

by Major Mordecai, then of the Ordnance Corps, proved conclusively that the Gun Cotton then under trial could not be introduced into the military service, in consequence of the quickness and intensity of its action, the low temperature at which it took fire, and the corroding effects on the barrel of the principal residua of its combustion, water and nitrous acid. It was found, that if two charges were accidentally inserted into a musket, as will often happen in the heat and excitement of action, the barrel would inevitably be destroyed. Besides, the irregularity in the results obtained, caused by the difference in ramming the charge would have been a serious objection to its use, if there had not been other and graver ones. The velocity of the musket ball, fired with a charge of sixty grains, varied from one thousand and twenty seven feet to seventeen hundred and eighty-five feet per second, as the charge of cotton occupied a space of 1.35 inches or 2.25 inches in the barrel.

The results of these experiments seem to have settled the question in this country, of the use of gun cotton for the purposes for which gun powder is ordinarily used; and we hear of no further trials having been made with a view to overcome the difficulties encountered, and to adapt it either for sporting, mining, or military purposes.

The French Government, immediately after the announcement of Schonbein's discovery in 1846, took up the subject, and appointed a military commission, which instituted the most searching inquiries in reference to the

various military uses to which gun cotton could be applied. These experiments were conducted on a large scale. Five tons of gun cotton were made and experimented upon, and the labors of the commission were continued for a period of six years.

A record of them may be found in Berthier's "Memoire de l'Artillerie," 1852.

The Commission in concluding their very thorough trials, expressed the opinion that it was entirely useless to continue them further with a view of adapting this material to military purposes; and this decided verdict against it caused the subject to be dropped in France as not worthy of further consideration.

The Austrian Government also appointed a Commission in 1846 to examine the claims of the gun cotton of Schonbein, and soon reported that it was entirely worthless for military purposes. The investigation, however, did not stop there. Baron Lenk, captain of artillery and member of this Commission, struck with the advantages that this new explosive material promised, continued the experiments in 1847, 1848, 1850, and 1851, with encouraging results. Not permitting himself to be discouraged by the report of the French Commission, or by the superior officers of his own service, he persisted in his efforts to modify and improve its quality and to control its action.

In 1853 he constructed a twelve pound battery for the use of gun cotton, and obtained highly satisfactory results, so much so, that four additional batteries were ordered the next year. In 1855, when the military Commission, of which Col. Delafield was president, visited Vienna, they found five such field batteries. More recently, General Lenk's * system of rifled field guns using gun cotton has been adopted, and there are already forty batteries of this kind in the Austrian service.

Experiments have likewise been carried on for the purpose of introducing a gun cotton cartridge which can be used with safety and with good effect in the musket.

* Promoted to this rank for his valuable improvements of gun cotton. Ed. Sailors Mag.

These trials have resulted favorably. The Austrians have now a gun cotton cartridge for small arms, which can be loaded without the use of the rammer, and even while the soldier is marching at a quick pace, and, according to recent accounts, it is entirely satisfactory in other particulars.

The characteristics of gun cotton are essentially changed by a variation in the details of its manufacture.

A change in the strength of the acids, in the conditions of their mingling, in the duration of the chemical action, in the temperature, and in the removal of the free acid from the cotton, will each effect a marked change in the product. Advantage is now taken of this fact, and gun cotton is prepared with reference to the special use for which it is intended, just as gun powder should be, and is to some extent.

The gun cotton made at Hirtenberg, after the manner prescribed by Gen. Lenk, differs very materially from that made elsewhere.

Analysis shows that the composition of this gun cotton is uniform and fixed, and is almost wholly tri-nitro-cellulose. * It explodes at a temperature between 340° and 390° Fahrenheit,—never below that, as was the case with gun cotton prepared after other formulae. It does not deteriorate in quality when subjected to all the changes of temperature to which it is liable in service, nor when exposed to the various influences of dew, rain, and sun, if afterwards dried.

The gravest charge made against this new explosive material was that it was liable to spontaneous combustion, as was known to be the case with gun cotton made in the ordinary way. It was of the utmost importance that this vital question should be thoroughly investigated; and for this purpose a Commission of the three first chemists in Austria was appointed to report upon this and other objections urged against the adoption of gun cotton for war purposes.

The results of this investigation, made with great ability and extreme care, are highly satisfactory, and furnish proofs, both theoretical and practical.

* See Sailors Magazine, Vol. 37, No. 4, December 1864.

cal, that General Lenk's gun cotton is not liable to this fatal objection.

The Commission after weighing maturely all that could be said in opposition to General Lenk's gun cotton, and its adoption for war purposes, close their report with the following unqualified commendation: "*According to our experience up to the present time, June, 1863, we recognize in gun cotton from Hirtenberg an approved explosive compound, having many and great advantages, several of which gunpowder, from its very nature, can never possess.*"

Gun-cotton, when burned in a loose mass, is too *trisante* for military purposes; that is, it develops a large volume of gas in too short a time, not giving the projectile time to move, and thereby exerting a great pressure on the barrel and endangering its safety. To adapt it for use in military arms, it is necessary that its action should first be modified, and it should be made to turn more slowly. This is effected by spinning the fibre into gun-cotton threads, and, in some cases, by weaving the threads. It is further necessary that the cartridge should occupy a certain invariable space in the barrel, not subject to the will of the soldier, to be altered by more or less ramming; and for this end the cartridge is formed by

wrapping the thread of gun-cotton on a stick of a fixed length, one end of which rests against the bottom of the bore, and the other against the projectile.

There is so little residuum of solid matter after the combustion of gun-cotton that forty pounds have been fired in a rifle, and the barrel left as clean and polished on the interior as a mirror. This renders it practicable to reduce the windage of the projectile, and thereby greatly increase the accuracy of fire. No injurious effects are found to result from acid residuum left in the barrel after repeated firings, as was the case with the gun-cotton first made. Actual tests show that the washings of the barrel instead of giving indication of the presence of acids, give an alkaline reaction.

It has been urged that the gases of gun-cotton were more poisonous than those of gun-powder, and on that account it could not be safely used in mines. The following table gives the analysis of the gases of combustion of General Lenk's gun-cotton, as determined by Lieutenant Von Karoly, in the Chemical Laboratory of the Engineer Corps Committee, and those of gun-powder by Bunsen.

GASES OF COMBUSTION.	BUNSEN.		KAZOLY.	
	Sporting.	Rifle.	Cannon Powder.	Gun-Cotton.
Volume per cent.				
Nitrogeh.....	41.1	35.3	37.6	12.7
Carbonic-Acid.....	52.7	48.9	42.7	20.8
Carbonic Oxide.....	3.9	5.2	10.2	29.0
Hydrogen.....	1.2	6.9	5.9	3.2
Sulphuretted Hydrogen.....	0.6	0.67	0.86	Carbon { 1.8
Oxygen.....	0.50	Water { 25.37
Light Carburetted Hydrogen Gas..	0.00	3.02	2.7	7.2

A comparison of the results as given above, will show that the product of the combustion of either of the two materials contains gases which are irrespirable, and in this particular belong to the same class of gases. The relative quantities of some of those evolved from gun-cotton are different from those produced from gun-powder; but they

are both of such a nature as to require that after an explosion of a mine with either gun-powder or gun-cotton, the air should be renewed by ventilation before the place of the explosion can be approached without danger. The gases from the latter will be removed more quickly by ventilation than those from the former, as they contain in the latter case much

solid matter, which alone would suffice to make respiration almost impossible.

The manufacture of General Lenk's gun-cotton, unlike that of gun-powder, consists of a series of operations, which are entirely free from danger. The material is acted upon in a wet or moist state, in which it is impossible to cause it to explode unless fire be actually applied. In the last process—that of drying the cotton, there might be danger if precautions were not taken against it; but, where the same care is exercised as in drying powder, no danger is to be apprehended. In Prussia, a drying chamber was blown up in 1862; but this is attributed to the want of proper drying arrangements, to the use of a stove with *iron* smoke-pipe. However, work had been carried on there for eight years without an accident till this time.

In the course of General Lenk's experience, which extends over a space of twelve years, only a single case of explosion has taken place, and this resulted from an improper speed in running the spinning machinery. Compare this with the experience of the proprietor of any powder-mill in the country, and who can present a record as favorable as this, though he has had the experience of thousands of others before him by which to guide his operations and guard against accidents?

Gun-cotton has been stored in the magazine in Hirtenberg for fourteen years. It has been transported by every means of conveyance, in black wooden chests, exposed to the sun for months, without a single accident, and without deterioration in quality.

In the Summer of 1862, an explosion took place of the Simmeringer Haide Magazine, which contained gun-cotton and gun-powder stored together. The opponents of gun-cotton urge that this was caused by the spontaneous ignition of the gun-cotton; but the Commission of Chemists contend that, "with equal show of probability, it might have been imputed to the spontaneous ignition of the gun-powder;" and "this view

might be supported by the experience of numerous powder explosions, where not an atom of gun-cotton was present, and yet the cause was never ascertained."

A few words in reference to the special arms for using gun-cotton may not be deemed inappropriate in this connection.

The Austrian gun-cotton field artillery consists of four-pounder and eight-pounder, bronze rifle guns; the latter forming the reserve artillery. A battery on the war footing consists of eight pieces. The four-pounder gun is drawn by four horses, and the eight-pounder by six horses. The four-pounder gun is 43 inches long in the bore, and has three deep grooves, which make one turn in seven-and-a-half feet. The cross section of the bore is a portion of a spiral; this particular form being given to it for the purpose of diminishing the windage of the shot. This gun weighs 465 pounds, and throws a projectile of eight-and-a-half pounds.

The eight-pounder gun is similar to the above in its general construction; it weighs 955 pounds, and throws a projectile of fifteen-and-a-half pounds.

The cartridge is formed of spun thread, wound round a conical stick. It is preserved in transportation in a woolen bag, which is taken off before the cartridge is inserted in the bore. It is found necessary to use the sponge after each discharge, to free the bore from the gases, the vent being left open during the sponging.

Gun-cotton is used exclusively for loading shells, whether intended for gun-cotton or gun-powder batteries, it having been found so much superior to gun-powder for this purpose. A four-pounder elongated shell charged with gun-cotton, will be broken into one hundred to one hundred and twenty pieces, most of which will weigh from one to two ounces each; charged with gun-powder, it will be broken into only twelve to twenty fragments.

The musket has a small hole bored in the axes of the breech pin, and the bore at the muzzle is enlarged for a quarter of an inch. The cartridge is formed by first wrapping a spun

strand of gun-cotton on a small stick inserted in the base of the ball, and finished by covering the strand with a piece of woven gun-cotton, resembling hollow lamp-wick, and securing it at the ends.

Muskets loaded with two or more charges of gun-cotton, would be torn to pieces, if fired; and in order to guard against the possibility of inserting a second charge before the first was fired, a simple, and ingenious device has been adopted. On the point of the ball is attached a paste-board wad, which fits into the counter-bore in the muzzle, and remains there until blown out by the discharge of the gun. The cartridge drops into its place by its own weight, and the end of the stick entering into the hole in the breech-pin, holds the cartridge fast, so that it is not displaced in handling the arm, though turned muzzle downwards. As no rammer is required, the musket may be loaded when the MARINE is marching at a double-quick pace.

The English Government has recently made experiments with the new explosive material, General Lenk having visited England, by invitation, for the purpose of assisting at the trials. More recently, the French Government has taken up the subject, and is now engaged in an investigation into the merits of this new gun-cotton. General Lenk is, at the request of the Emperor Napoleon, in France, to be present at these experiments. The attention of our Government was drawn to the success attending the experiments with gun-cotton, in Austria, by Mr. T. Carrisius, our Consul in Vienna; and the Secretary of War, alive to the importance of this subject, has directed experiments to be made to determine whether its merits are such as to warrant its introduction into our service, in whole or in part. These experiments will soon be commenced.

There are many considerations which make it important for us that the subject should receive a full, fair and impartial investigation. We are now dependent upon India for our supply of saltpetre. By the introduction of gun-cotton, we shall be ena-

bled to substitute for saltpetre the nitrate of soda, which is found in South America, much nearer home, and more easily to be obtained, and from a supply of which we are not so liable to be cut off.

We have a long extended coast to defend against new and most formidable modes of attack. Our large sea coast guns, on which we may justly pride ourselves, will require the assistance of the most destructive explosives for their shells, and the most powerful sub-marine batteries that we can devise, to protect our sea board cities from the attacks of hostile iron-clads. (Especially if their defence is to be committed to the hands of lawyers and tailors.

Appeal from San Francisco.

J. ROWELL, *Chaplain.*

SAN FRANCISCO, Dec. 16, 1864.

We have come to a crisis in our work here. For years we have been pressed by a growing necessity for a suitable place of worship. Our present building is small, badly arranged, and worse located. It has been getting more and more out of repair, and it is now sadly dilapidated. It is built on piles which have endured the ravages of the Teredo, much longer than is usual here, and are now giving way. One side of the church is settling towards the water; the walls are very badly cracked, the plaster falling and the roof leaking. The street leading to the church [a private one, and not subject to repairs,] which is also built on piles, is in a very dangerous condition. It gave way in one place this week, precipitating our female missionary into the water beneath. Two days after a large patch fell into the water, just after some of us had crossed it on the way to the prayer-meeting. It is now impassable on that side of the church, and the only way we can get to the building is by a narrow path which we have built for ourselves. Now, we cannot expect to prosper and grow in such circumstances. It seems almost a crime to ask sailors to expose their lives in coming to such

a place. Besides we may at any moment be all precipitated into the water together. It is plain then, that we *must* remove or stop our work altogether. I have been for years planning and praying in reference to our condition, and watching for an avenue of escape. I have spent a great deal of time this year in searching for a suitable lot, without success, till just now, when God seems to direct us to a lot, not far from us, and very suitable for our purpose. It can be bought for \$8,000, and the owners give to us sixty days refusal of it, which time they will doubtless extend if they see that only this is wanted to enable us to raise the money. To remove our present building thither and repair it, will cost \$2,000 more; and then we should be on a lot of our own, to be sure, but with a very inconvenient place of worship, and so, troubled with continual complaints. If we could therefore, raise \$2,000 more and *build a new church* on the lot, how much better it would be for our work! This ought to be *done*, but where are the \$12,000?

There may be with you benevolent, rich men, who have made their wealth in or by our gold, who will make generous donations.

If we cannot get help from the East, I fear that our Trustees will not dare to move at all in the matter, and then our work will some day come to a sudden end.

But you will ask, perhaps, why rich San Francisco cannot easily raise this sum. There *is* much wealth here, but it is not in the hands of religious men. Besides, most of our churches here have to strain hard to pay their own expenses, and *their debt* besides. These are *not able* to help us much, nor are there individual christians who are able to do it.

I beg that you will move in this matter, in earnest, and *as soon as may be*, we are *so far off*, and time is precious now.

Work among the Sailors—Chaplain's Report.

GENTLEMEN OF THE BOARD OF TRUSTEES:—Since my last report to you, some progress has been made in

our work, and many interesting incidents have occurred.

NEW MISSIONARY.

In accordance with your vote at your last meeting, your Committee have inquired for a suitable man to fill the post of lay missionary to seamen in this port, and have employed for this work, Mr. J. B. Tulloch, a native of Scotland, and a man of much experience in similar labor, elsewhere. He was formerly employed as Scripture Reader and laborer in the Soldier's Hospital in the British East Indian army, and after that, labored successfully as Missionary to seamen in New York, in the employ of the American Seamen's Friend Society. He seems to have been sent to our port, in the providence of God, specially to fill this place, and I doubt not, will prove a most acceptable and useful worker in your cause.

OLD FRIENDS GONE.

We have lost from our meetings two old and valued friends: Captain Samuel Bennett, a life-long sailor, and for a long time commanding vessels out of English and Australian ports, at length drifted ashore in this port, worn out and unseaworthy. One of our sailor tract distributors found him struggling for a living by keeping a bar, and persuaded him to visit our church. On that Sabbath the Chaplain had occasion to set forth the sin and evil of liquor-selling. The old man's conscience was aroused and he at once closed his bar. Soon after, he was led to give his heart to Christ, and then, being more than seventy years old, he and his wife united with our Mariner's Church. They lived most exemplary lives, and were most diligent in attendance on all our meetings, when not prevented by sickness, and abounded in earnest prayer for the success of our work. To show one feature of their character, I will mention that when they lost their household goods by fire, the church aided them by a gift of money. But so sensitive and honorable were they, that they could not bear to be a burden upon us in our weakness, and though oppressed by poverty, they repaid the whole sum in the course of several years, by deposits of

a dime a Sabbath, in the plate contributions. Now, as age and feebleness were creeping over them, they were longing to see their children before they died, and, with some help from benevolent citizens, we raised a sum sufficient to pay their passage to Tasmania. They are gone, and though almost helpless through age and infirmity, there are scarcely any in our church whose loss we should feel more keenly.

AN INTERESTING HOSPITAL CASE.

We see many cases of interest in the Hospital. Captain Joseph E. Jewett, born in New Hampshire, lately died there of a lingering disease. He had been long a sailor, and had lately commanded different vessels on our bay and coast. In early life he thought he was converted, and joined a Christian Church, but thought now that he had been deceived in regard to his hope. He manifested an earnest desire for religious instruction, and diligently sought the Saviour. At length he found peace in trusting in Christ, and thence onward to his death, grew in faith and hope. Sometimes he shuddered at the thought of death, but gradually this fear passed away, and as he grew weaker, his faith became stronger, and his communion with God more constant. He greatly desired Christian communion, and entreated the Chaplain and Missionary to be with him as much as possible. We could not be with him more than a minute or two before he would whisper, "pray—pray." He seemed to be almost all the time in prayer himself. He suffered much, but bore his distress with great patience, and during much of the time uttered an ejaculation of prayer with almost every breath. And so he died. "His sins, which were many, were forgiven," and now he rejoices in the glory of God.

A KANAKA CONGREGATION.

A very interesting congregation has gathered in our house of worship on last few Sabbaths. The whaling fleet has brought into port a large number of native Sandwich Islanders. Our late missionary, brother Gulick, interested himself in these, and labored for their good in various ways. He has gathered quite a congregation of

them, Sabbath after Sabbath, in our church, and there preached to them the Gospel of Christ. I know not whether any of them are Christians, but it is very interesting to look upon their dusky faces, as they listen to the word of God, and think of them as the representatives of that nation which has been so recently recovered from the dense darkness of heathenism.

A HOME NEEDED FOR COLORED SAILORS.

In this connection, brother Gulick has called my attention to the necessity that exists here for a Christian boarding house for colored seamen. There is no such place now, and as the number of such seamen is likely to increase largely here in coming years, the necessity for such a place will constantly increase. This subject should be in the thoughts of those interested in the salvation of seamen, and all due encouragement should be afforded to any suitable man who will open such a house.

Report of Rev. E. O. Bates, in Brooklyn.

I send my report for December and January, during which I have been engaged in visiting and laboring among those who man our naval vessels. Here is a field of sufficient extent to occupy the greater portion of my time, and it is a source of encouragement for me to know that the labor is to some extent appreciated by officers and men.

I have sent thirty-two more of your valuable libraries afloat (including twelve sent to New Orleans) besides over 2,500 copies of the SAILOR'S MAGAZINE, FRIEND AND LIFE BOAT, with a large number of religious periodicals, to over 250 naval vessels. We have visited and supplied a number of merchant vessels. We correspond with many on the several blockading squadrons, and are assured that the books of the libraries, and other reading, are exerting a good influence over officers and men.

At our Mission Hall there is still a good influence, especially among our Norwegian friends. At the close of preaching (by Brother Helland,) last Sabbath, ten arose for prayers. It was to me a scene of joy, in seeing a Captain of a Norwegian bark, with

several seamen and others, bowing as penitents and pleading for pardon. One arose and stated he had obtained peace in believing in Christ as his Saviour. The Captain stated before leaving the room, that he had made up his mind that he would serve God, cost him what it might.

We rejoice that in many instances, strangers amongst us are induced to visit our room, and are here encouraged to engage in the cause of the Redeemer.

Our prayer is that multitudes may here find peace in believing in Christ.

The Sabbath School is in a good state—we have considerable labor among the sick, &c.

Report of John Byrne, Sailor Missionary.

JANUARY, 1865.

In my labors through the month, I have sought and obtained many opportunities for personal conversation with seamen on the subject of religion, not only on board vessels on the East River, but in their boarding houses, and have indeed found it a privilege and a pleasure to work in this interesting field. As a general thing, I was always received kindly by the sailor, who knows how to appreciate a kind word of christian counsel, and I have cause of gratitude and praise to God that in doing so, I have led many a son of the ocean to the place of prayer, through the month, where they have heard the Gospel that can make them wise into salvation.

Although I cannot report many cases of conversion, I have seen anxious ones enquiring the way to be saved; and it has been my delight to tell them; by happy experience, that our Jesus has power on earth to forgive sin. I know five seamen who went to sea anxious about their souls' salvation. Two of this number were awakened by reading a Tract,—“*A dying Mother's counsel to her only son.*” I hope one day to hear of their finding Him who came to seek and save the lost.

In connection with the services of our floating Church, my heart has been encouraged. We have had a good at-

tendance of seamen on Sabbath, (where I labor to get them at both services,) after which they are supplied with good books and other reading.

I attend the week-night services at the Pastor's house, No. 62 Pike street, where we have most encouraging seasons in prayer and praise. One of the meetings I conduct; the other by Rev. Mr. Lewis. These have been seasons of refreshing, and some have been brought to the feet of Jesus here. The prayer-room is often filled with seamen and others.

I was present at those meetings on Monday and Saturday nights, at half past seven, P. M., at your Home, 190 Cherry street, where I lead the praises and take a part in the exercises of the hour, which seem too short when our dear brethren of the sea wish to stand up for Jesus. A heavenly influence is always felt here, and there are many on the ocean to-day who will praise God for ever, that they were led into this green spot, where first they gave their hearts to God.

I visit the Home daily for the purpose of conversing with the boarders, and being well supplied with reading matter, ready to give them what they need.

I was present and took a part at each meeting held for seamen on Thursday night, in President street, Brooklyn, where I always felt it good to wait on the Lord; and as it is a new enterprise we rejoice in the fact, that the Lord is with us, and hope to see precious souls born into the Kingdom of Christ here.

I have given Rev. Mr. Helland some little aid in finding suitable persons to take charge of your libraries, and in this part of my work was brought into personal conversation with Captains and others on their souls' salvation.

I visited about fifteen families of seamen, who seemed in deep distress as regards their temporal wants; this has been many a time a source of deep sorrow to me, when I had no means to aid them; but when I made known these facts to kind christian gentlemen, they have given me some funds to distribute among them.

Oh that those who possess much of

this world's goods were to witness what I have seen only two weeks ago! In a wretched garret I visited the widow of a sailor with one child, a lovely boy of about four years. I entered that dark room, a bitter, cold morning, and in that little stove a few dying cinders—the widow looked me in the face, and I could see much sorrow there; the little boy was weeping, and when I asked him why he cried, he said, “mother has no breakfast for me.”

This is only a solitary instance of what I am called to witness every week. I know if those men of God who have large, liberal hearts, were appealed to, there could be raised a fund, and deposited in your office for the relief of destitute widows of seamen.

I visited the Colored Home, Dover street, an excellent house, and found it conducted to make all the boarders comfortable.

I distributed several packages of good reading, MAGAZINES, the FRIEND and LIFE BOAT, several copies of the New Testament, and other small books. Every day is happily filled up. May God bless the humble efforts, for all is vain unless he give the increase.

Report of Rev. Oland Helland, Missionary to Seamen.

The Tract entitled *A MOTHER'S DYING COUNSEL TO HER ONLY SON* was given by a distributor, to a sailor that refused to go with him to church, and said he had not been to church for many years, but when he came there, the sailor was there, and three others with him. He stated that the Tract made such an impression on him, that he was compelled to come. “And I mean (said he) by God's help, to think more on the subject of Religion than I have done.” Though the weather has been very stormy the past month, still we have been able to supply 16 vessels with Libraries. We have conversed with a number of captains and mates, who have had our Libraries, and thy speak very highly of them.

THE MISSION.—There have been but few Scandinavian vessels in this port the last month, but the Mission Room has been full, every Sabbath. One reason for this is that there are families

in Brooklyn and New York, who have not attended before, but are now coming out, one after another. The other reason why the number is increasing, is the fact, that the Seamen's Missionary is the only one that preaches in the Norwegian or Danish language, either in Brooklyn or New York. Many Americans think that the Swedish Language is the same as the Norwegian, but it is not so. We cannot read Swedish; we can understand some of it when spoken. I hope to see the day when we can not only go to the Swedish service on the Sabbath mornings, but when we can go in the afternoon; not up into a crooked, second story room, where we must be crowded, but to a little church, to hear the Gospel in our Norwegian language, and sing the hymns that we first learned of our mothers. That is the feeling, not only here but in the West, where I have travelled and preached for some years.

A sailor stated in one of our meetings, that he came to our mission one Sabbath last Spring, and there he was led to see his lost condition as a sinner. He said he trembled all over, and some time after he felt a hope in Christ. He said that on the last voyage he had been in danger, and thought that he should soon find his grave in old Ocean, “but (said he) I felt then the power of God to support me, and I was happy in the storm.” At another time, one arose and said: “I am a stranger here; I am temporally and spiritually poor; I tried to give my heart to God, in my own country, but I failed. I see this afternoon, as I never saw it before, the necessity of giving my whole heart to God; I hope you will pray for me.” Last Sabbath, several arose for prayer; three of them were mates of vessels. We have made a number of visits to families. In one case the man was sick: he and his wife had been brought to Christ among us last year. Oh, (said the woman) how different it is with us: now we are happy in sickness and it is so wonderful the money lasts so much longer. We have sickness, but we have all we need to make us comfortable.

OLA HELLAND,
Seamen's Missionary.

January 21st, 1865.

Report of the Superintendent of the Sailors' Home.

190 Cherry street.

New York, January 25, 1865.

The number of seamen arrived up to this date has been 170 of whom 50 are left this day as boarders in the Home.

The sum of \$2,506 has been deposited by boarders at the Home, of which \$1,080 have been deposited in Seamen's Saving Banks, and the amount of \$584 sent home to their respective friends.

This month has commenced a new Year with special blessing to the Sailor's Home. We have had a number of pious Seamen ashore the whole month and they have been like the leaven hid in a measure of meal.

I have noticed all through the Home, men anxious to hear of Jesus and a ready mind to know what they must do to be saved. Oh, how willingly they receive the invitation to come to the family altar, or attend the prayer-meeting, or go to the House of God on the Sabbath day.

It seems as if you could hear them asking "When shall I find Him whom my soul desires?" Two have come out on the Lord's side and joined the Church, and I trust many others will follow the same steps. Oh how it delights my soul to see the men of the sea enlisting under the banner of Christ. I do believe there is nothing that has ever had a more powerful influence on the Sailor than those "Homes" established throughout the United States by the American Seamen's Friend Society, for while they give him comfort for the body while on shore, they present the way of salvation for his soul, and the wanderer on the deep is brought to his right mind and he who was lost is found and returns to the home of his childhood, to tell what great things God has done for him.

The morning and evening worship is well attended. The prayer meeting on Monday and Saturday evening is largely attended, and I hope with good results.

Respectfully yours

JOHN H. CASSIDY.

Report of the Colored Sailors' Home for the month of January.

This institution continues to receive, as it heretofore has done, the favorable patronage of our brethren of the sea: new men are constantly coming in, and are accommodating themselves to the regulations and rules of a well conducted home, with its moral and religious surroundings. We have reason to believe, that a deep impression is gradually being made on some of the boarders not hopelessly irrecoverable. For instance: last Saturday 21st inst. one old boarder returned from sea in the ship *Edith*, who, to all appearance was in the last stage of *Pneumonia*. It was difficult for him to speak, and it seemed as if he would suffocate; yet he made one extraordinary effort, and in almost an inaudible voice said in the presence of a room full of boarders: "Mr. Powell, I have kept my promise made to you that, I would not dissipate nor commit any wickedness during my absence, and have tried to live nearer to God, and feel that I have that peace of mind which *passeth all understanding*." I managed to get him to bed gave him restoratives and medicine which revived him so that he could converse freely. He asked me for a prayer book as he wished to meditate in secret prayer. Now this man was a hardened, confirmed, drunken sinner when he first came to the Home. Several other cases of moral reformation could be named. Our weekly prayer meeting is being well attended and is doing much good. The whole number of stewards, cooks and seamen who have boarded at the Home since my last report, are *sixty six*, averaging *four* days board.

Report of Rev. P. Boughton, Southern Secretary.

I find at the Navy Yard at this time ten gunboats and other vessels connected with the government, and am informed that there are from five to ten constantly in port.

There are in this department twenty-five war-vessels, having on board from thirty to one hundred and fifty men—in all, perhaps, two thousand.

I find also from twenty-five to thirty vessels of all descriptions engaged in the different kinds of trade carried on in this vicinity. Coal, oysters, lumber, and general merchandise; and I cannot ascertain that any missionary labor of any kind or description has been performed among them all, except an occasional call from some delegate of the Christian Commission, and preaching in the Yard Chapel to the new recruits and a few others—in all, I am informed, from thirty to fifty. The impression seems to prevail that soldiers, and not seamen, are the class of persons for whose salvation particular efforts should be made, and for whom books, tracts, etc., supplied by the community at large, are especially designed. I do not attach blame to anyone. It is because public attention has not been given to that class "who go down to the sea in ships, and do business in great waters." As a class, they have, to a very considerable extent, been overlooked in the benevolent enterprises of the age. I find the men on the gunboats not only willing and anxious to receive books and tracts, anything readable, but the men on all the different kinds of vessels, and in all kinds of business, exceedingly anxious to receive, and thankful for any thing and everything I present to them: and without an exception so far they have listened with respectful and earnest attention to the word of exhortation, instruction, and the preaching of the gospel. My report of labor for the month will sum up as follows: Preaching on the sabbath on one or more gunboats, as the case may be, and supplying others with reading matter, books, tracts, etc., etc.

During the week, missionary labor from boat to boat and vessel:

Supplied with reading matter, gunboats, 15; transports and other vessels, 25; number of pages of tracts distributed, 1,500.

May God in infinite mercy bless the humble efforts put forth, to the present and future welfare of many precious souls; may they be washed in atoning blood, and prepared for life, death, and immortal glory.

I intend to remain here two or three weeks longer, and then proceed

on to Fortress Monroe and Norfolk, ascertain what is to be done there, labor a while, and then either return home or proceed into North Carolina. I think a large portion of my time ought to be devoted to the interests of the seamen in the navy and in the merchant service in this place.

P. S.—I have made no mention of the Naval Hospital. The building now used for the sick and wounded seamen (white and colored), is a part of the Lunatic Asylum, on the opposite side of the river, about three miles from the city—*i. e.*, by the route traveled, not in a direct line. There are at the present time fifty patients in the institution, and all I can do for them is to give them tracts and other reading matter, and *preach* to each individual as I pass from man to man and cot to cot. On the sabbath my time is occupied in preaching and other labor on gunboats and sail vessels. Two or three of the sick are evidently soon to launch away upon the boundless ocean of eternity. The majority are convalescent, and will soon be reported for duty.

Letter from Rev. D. Trumbull.

Deaths of Americans—British Captain's kindness—Death by Scurvy—Gospel among Seamen.

VALPARAISO, Dec. 16, 1864.

Mrs. Gibbs, wife of the Captain of the whaler *Norman*, died a few days ago in this city. Her remains go home in the vessel. She died in the hope of the Gospel, though she deplored having never professed religion.

Mr. Baker, cooper of same vessel, also died in the hospital, and was buried on Sunday last.

Hon. Thomas H. Nelson, U. S. Minister, visited the island of Juan Fernandez recently in H. B. M. ship *Alert*, found two American seamen there, left by the whaler *Gen. Pike*, down with scurvy. Captain Magendie of the *Alert*, at once offered to bring them to this port, and did so. They are now in the hospital. Another whaler entered Talcahuano recently, with eleven men down with the same disease—one died as she anchored; another a half an hour after

reaching the hospital. The name of the vessel I have not at command.

We have had a good attendance of seamen at church of late—as many as fifty at a time. We hear good accounts of the new minister at Callao.

Denmark---Copenhagen.

REV. P. E. RYDING, *Chaplain.*

We have received another letter and report from this faithful laborer.

Besides his labors among seamen, on board vessels and in the harbor, he has done a good work among the Danish soldiers.

He was also much employed on board their men-of-war.

During the quarter he preached twenty-eight times, visited two hundred and twenty-eight vessels, made twenty-nine house visits, baptized three believers, conducted twelve prayer meetings, disposed of thirty-eight Bibles, six hundred and eighty-six Testaments, three hundred and twenty one Gospels, one hundred religious books and fifteen thousand tracts.

Capt. Bartlett's Annual Report.

Boston, Jan. 6, 1865.

MESSRS. EDITORS: My labors at the Marine Hospital in Chelsea the past year, have been very pleasant. God's Spirit has been with us, and every week sailors have been found inquiring the way of salvation. We hope that thirty-nine have found the Saviour. Among these are men from several nations. Six of this number have died happy in Christ, and the others have gone to their homes to gladden the hearts of those who love them, by the great change they have experienced. Others have gone out as missionaries on the ocean, and I hear good accounts of their faithfulness. I have performed funeral services over thirty-eight who died.

We have held two prayer-meetings each week, which have been well attended and interesting. I have distributed 5,500 tracts, 3,640 religious and second hand papers and pamphlets, and 350 Testaments and Bibles, all of which have been received gladly; 752 patients have been received; 297 from the navy. Many of them were with

Farragut at the taking of Mobile. Eighty came in July, and ten of them gave their hearts to God before they left the Hospital. I have been treated very kindly by all in the Hospital, sailors and landsmen, and shall ever feel grateful to them. My work has been a pleasant one, and I think this Hospital, under the present kind-hearted and efficient superintendent, is one of the best in our country.—ANDREW BARTLETT.—*Congregationalist.*

Apprentices in the Merchant-Marine.

We print in another place communications from two well-known ship-owners in regard to the advisability of a schoolship in New York, and the necessity of an apprentice act.

To use a schoolship as a kind of trial ship, to prove beforehand whether the candidate for the sea has the necessary qualities, is well enough. In that case, however, the ship-owners who are to benefit by this proof ought to pay the cost.

The schoolship in Boston receives only boys who have committed some offence against the laws. This example ought not to be followed here. If we make a Botany Bay of the sea, we shall naturally find only rogues there. Seamanship is an honorable profession, requiring all the manly virtues; and if seamen are debased and untrustworthy, it is in great part because this fact is lost sight of by their employers.

Moreover, you cannot make a sailor by force. To say, arbitrarily, this boy shall be a sailor, this a woodchopper, and this a farmer, will not do. If a boy has a desire to go to sea, in nine cases out of ten he will make a useful seaman. If he is forced to sea against his will he is almost sure to make nothing of it—to be a useless lumberer of the deck.

What is needed is to devise some opening for the volunteers, some way for a boy who wants to become a sailor to achieve his desire. At present, as we have said before, it is about as difficult to get a place on board ship as to get a nomination to Congress. One of our correspondents suggests that there should be a penalty for not carrying boys, and also a premium to those who do carry them. In this way, he, who is himself a shipowner, thinks

an apprentice-law could be made effective.

Of its usefulness we suppose neither shipowners nor masters have a doubt. Our merchant-marine has for many years been reinforced, in part, by English apprentices, half-grown boys, who have run away from their service to engage in ours. That source of supply is not as open to us as formerly; for the British government has adopted measures which make it to the advantage of British seamen to remain for life under their own flag.

But, it will be said, if English apprentices desert to American ships, will not American apprentices desert, in like manner, to English and other foreign ships? They will not, and for this reason, that it is notorious at sea that American seamen are better paid, better fed, and better treated than those of any other nation. American ships are more easily worked, and the life of sailors in our ships is more pleasant than in any other service. This well known fact has drawn to us seamen from all the nations of Europe. It would equally prevent our apprentice boys from deserting to any other service; and of course they would not find employment in other American ships, because it would be an offence to harbor them there.

One of our correspondents objects that to engage boys without a preliminary trial on a schoolship, would leave upon the owner's and master's hands a parcel of useless fellows, "only fit to keep bread from moulding." But, unless the experience of Boston shipowners and masters is uncommonly favorable, he will admit that under our present system he gets, in the majority of cases, a pack of useless men, who are worse than useless boys because they cannot be taught, and more difficult to manage, and cost more in wages. During the year before the war, a case in point came under our observation. A New York ship came from Singapore, wherethe captain had shipped a new crew of twenty-four men; all were shipped as able seamen—but only four of their number knew how to steer. "I did not treat them very kindly," said the master, "but they did not deserve anything but blows." They had him and his ship

and cargo at their mercy during a long and dangerous voyage, and their inefficiency imposed exhausting labors upon the ships officers. Had the vessel carried half a dozen apprentice boys, they would have been of the most important assistance in such a case.—*N. Y. Evening Post.*

Anecdote of Farragut.

Judge Cowles, in an address before the New York Chamber of Commerce in December, related the following anecdote of the Admiral:

Just previous to the fall of Norfolk, Admiral Farragut, himself of Southern birth, as was also his true and noble wife, was invited by the emissaries of the insurgent chiefs to join his fortunes to their cause. He promptly declined. The effort to change his purpose was repeated. He was urged by every consideration that it was supposed could influence his pride or ambition, by the ties of consanguinity and place of birth, to side with his native South, and still refused. The Rebel chiefs well knew the man. They knew him better than his own Government then did, and they new the lion-like qualities that slumbered beneath his modest and habitual retiring demeanor, and the achievements of which he was capable when the latent powers of the man should be roused to active energy. As a last effort to win him over to their cause they offered him any position which he should be pleased to name.

Admiral Farragut is a man of sincere but unobtrusive piety—a piety as modest and unostentatious as is his own habitual deportment; but this assault upon his loyal virtue was more than his nature could endure, and, with a sudden and sailor-like burst of indignation, he replied, as he pointed to the emblem of the republic, which floated near him: "Gentlemen, your efforts are useless. I tell you I would see every man of you d—d before I would raise my arm against that flag." *

Norfolk soon fell, and Farragut was warned that the South was no place

* With great respect for Admiral Farragut, we take exception to the "unobtrusive piety" of this hypothetical cursing. Eds.

for him. A few hours only were allowed him for escape with his family, leaving, as he was compelled to do, all his property behind, which was immediately absorbed by the relentless confiscation of the foe.

He reached the house of a friend, northward of the Potomac, exclaiming, as he did so, "Here I am, without a farthing or a place "where I can lay my head!"

In this way came Farragut to us of the North, to the Government to which he gave his allegiance, to the flag he has for the last three years upheld in so many fierce conflicts with armed treason.

Scandinavians in Minnesota.

According to the United States census of 1860, there were of Scandinavians in Minnesota, 11,692 Swedes and Norwegians, and 192 Danes, making an aggregate of 11,882 in the State. Immigration has, during the past four years, largely augmented this number.

Among these there are six Swede Baptist Societies, with a total membership of near two hundred. While that devoted and heroic servant of Christ, Rev. F. O. Nilsson, was in the State, the Baptist cause among this people enjoyed much prosperity. But their progress has not been so great since he left to enter on the work of the Lord among his friends in Sweden. Nearly, if not quiet half, of the male membership of these churches is in the Union army. One able Swede minister, Rev. A. Norelius, is also in the army.

Five other ordained ministers are left to labor. These have to secure their support mainly by their own labor at farming. Rev. Ola Akeson, recently from Sweden, has just become pastor of the Baptists in Scandia, Minnesota.

As a class, the Scandinavians are moral and industrious. The Baptists, in contradiction from Lutherans, are doing well in sustaining English schools, that their children may the sooner become Americanized.

Position of the Planets for March.

MERCURY during this month is too near the sun to be well seen, the best

time for observing it will be at the beginning and end of the month. On the 1st it rises at 6 $\frac{1}{2}$ h. A. M., and sets at 4h. P. M., and on the 31st rises about 6h. A. M., setting at 7 $\frac{1}{2}$ P. M.

VENUS rises at the beginning of the month, about 8 h. A. M., and two hours earlier at the end, setting throughout about 10h. P. M. It will be favorably seen in the northwest during the evening, and will be shining very brightly at the latter part of the month.

MARS can be observed until after midnight throughout this month, setting on the 1st and 31st, at 2 $\frac{3}{4}$ h. A. M., and 1h. 59m. A. M., rising respectively at those times, about 9h. and 8h. A. M. It is a little to the north of the moon about 5h. P. M. of the 4th.

JUPITER is a little south of the moon about 9h. A. M. of the 20th. It rises at the beginning of the month, about 3h. A. M., and at 1h. A. M., at the end, setting at 1h. A. M., and 9 $\frac{1}{4}$ h. A. M. respectively.

SATURN rises about 10h. P. M. of the 1st, and at 8h. P. M. of the 31st, setting at those times at 8 $\frac{1}{2}$ h. and 6 $\frac{1}{2}$ h. A. M. It is a little north of the moon at 4 $\frac{1}{2}$ h. P. M. of the 15th. B. B.

N. Y. Nautical School, 92 Madison-st.

Disasters Reported in January.

There were 35 American sea-going mercantile craft reported last month as totally lost, namely, 5 steamers, 3 ships, 6 barks, 7 brigs, and 14 schooners. Of these 11 were wrecked, 7 burnt, 8 abandoned, 6 foundered, 1 run down, 1 scuttled and 1 captured.

The following is a list of their names, where bound, &c., including several foreigners, bound to or from an American port:

[Those indicated by the letter *w.* were wrecked; *b.*, burnt; *a.*, abandoned; *f.*, foundered; *rd.*, run down; *sc.*, scuttled; *c.*, captured.]

STEAMERS.

Knickerbocker, *f*, from New York for Baltimore.
Melville, *f*, from New York for Hilton Head.
Geo. Washington, *b.* (At New York.)
Potomac, *b.* from New York for Portland.
Robt. E. Lee, (Confed.) *f*, from Galveston for Havana.
Talisman (Br.) *f*, from Wilmington to Bermuda.

SHIPS.

Adelaida Bell, *b.* (At the Chincha Islands.)
Albatross, *f*, from Cardiff for Malta.
Sir John Franklin, *w.* from Rio Janeiro for San Francisco.

BARKS.

D. Godfrey, *b**, from Boston for Valparaíso.
Alina, *b**, from Newport, E., for Buenos Ayres.
Smirna, *b.* (Whaler of New Bedford.)
Mailie Metcalf, *a.* from Philadelphia for Boston.
Lindo (Br.) *w.* from Cow Bay for New York.
Catherine White, (Br.) *w.* from Bath for Cow Bay.
Albion Lincoln, *w.* from Havana for Portland.
Plover, *w.* (Whaler, of New Bedford.)

BRIGS.

Denmark, *w*, from Cienfuegos for Boston.
 Susan, *sc**, from — for —
 Triad, *w*, from Boston for Machia port.
 Helianthus (Br), *w*, from Boston for St. John,
 N. B.
 Roderick Dhu (Br.) *w*, from Boston for Pictou.
 Merganser (Br.) *w* from Glace Bay for New York.
 Experiment, *a*, from Ellsworth for New York.
 Fannie, *w*, from Havana for Boston.
 Lagrange, *f†* from Philadelphia for N. Orleans.
 Ganges, *a*, from Cadiz for Boston.
 Cherokee, (Br.) *w*, from Boston for Liverpool,
 N. S.

SCHOONERS

Water Witch, *f*, from Providence for Baltimore.
 Charter Oak, *b**, from Boston for San Francisco.
 J. Grierson, *w*, from — for —
 Edith, (Br.) *w*, from Hayti for Boston
 Marcia, *w*, from Glace Bay for New York.
 Susan R. Lane, *a*, from Glace Bay for New York.
 H. J. Horton, *a*, from Bridgeport for Philadelphia.
 Sarah B. James, *a*, from Philadelphia for New
 Orleans.
 Tarquin, *a*, from Boston for Port Royal.
 C. H. Rogers, *w*, from Philadelphia for Cardenas.
 Mayflower, *a*, from Machias for Boston
 Gen. Marion, *w*, from — for —
 Amelia, (Br.) *a*, from New York for Matamoras.
 Bergen, *rd*, from New York for Baltimore.
 Charter Oak, *w*, (At Wreck Island Harbor.)
 Alice Mowe, *cl*, from Baltimore for Matamoras.
 Puritano, (Braz.) *w*, from R. Grande for N. York.

The value of the above domestic craft is estimated at \$690,000 (in specie), exclusive of cargoes.

Partial losses are not included in the list.

* Destroyed by the Confederate steamer She-
 nandoah.

† Total loss doubtful.

‡ Captured off Matamoras by rebels from Texas.

Receipts for January, 1865.

MAINE.

Biddeford, Second Cong. Ch., \$41 86
 Kennebunk Port, South Cong. Ch., 3 25
 Saco, First Parish 19 74
 Wells, S. G. Bean, for ships' library, 10 00

NEW HAMPSHIRE.

Bedford, Capt. Jas. French, 5 00
 Bennington, late Deborah Whittemore, 90 00
 Candia, Mrs. Patton's S. School class, 3 32
 Epsom, Cong. Ch., 4 00
 Greenland, Cong. Ch., 11 40
 Hollis, Cong. Ch., \$20; from Ralph Love-
 joy, const., Albert Lovejoy, L. M., 90 00
 Lebanon, Cong. Ch., 17 00
 Orford, Cong. Ch., 11 00
 Pelham, Sarah Church, for S. Library, 12 00
 Pembroke, friend 5 00
 Sandbornton Bridge, Cong. Ch., (balance)
 const. a L. M., 14 00

VERMONT.

Barre, Cong. Ch., 15 60
 Montpelier, Charles Bowen, for ships' li-
 brary, 15 00
 Peacham, Children's Missionary Society,
 for ships' library, 12 00
 Waterbury, Cong. Ch., const. Mrs. Sarah
 Phelps, L. M., 31 00

MASSACHUSETTS.

Abington Centre, friends, 25 00
 Amherst, Ladies' and Gents' Benev. Ass.,
 1st Parish, 45 65
 Andover, Free Ch., 2 00
 Andover, South Ch. S. School, 5 00
 Beverly, late Susan Griffin, (James Hill,
 Ex'r,) less Government tax, 237 50
 Boxford, Cong. Ch., 35 05
 Chatham, Cong. Ch., 21 95
 Clinton, First Cong. Ch., for ships' library, 12 00
 Dracut, West Ch., 22 40
 East Abington, Cong. Ch., 18 75
 East Abington, Baptist Ch., 6 06

Greenfield, Second Ch. S. School. (add) 1 25
 Groton, Milo H. Shattuck, const. L. M.,
 (amount previously acknowledged),
 Hadley, Russell, Benevolent Society, 18 05
 Laneville, Cong. Ch., (add) 1 00
 Lawrenceville, Lawrence St. Ch., const.
 Dea. G. A. Fuller, L. M., 50 00
 Leominster, Cong. S. School, ships' library, 10 00
 Lowell, Appleton Street Ch., \$10 for ships'
 library, 28 15
 John Street, two libraries, 51 75
 High Street, two libraries, 41 20
 Medfield, Cong. Ch., 11 55
 Newburyport, North Ch., const. Rev. S. R.
 Denner, L. M., 25 10
 Mrs. John H. Spring, const. Miss Carrie
 T. Spring, L. M., 20 00
 Belville Ch., 44 65
 Newton, A. B. Ely, 100 00
 Second Cong. Ch., 57 00
 North Andover, S. School, (add) 3 80
 South Ch. S. School, 5 00
 Pepperill, Mrs. H. F. Wallace, S. library, 12 00
 Quincy, Cong. Ch., 30 00
 Rockport, Second Cong. Ch., 11 75
 Salem, Tabernacle Ch., 68 85
 Stockbridge, Mrs. H. A. De Forest, for
 ships' library, 12 00
 South Hadley, First Cong. Ch., 20 40
 South Weymouth, Union Ch., 23 30
 Templeton, E. Hagar, Labrador Mission, 2 00
 Warren, Cong. Ch., 13 75
 Webster, Cong. Ch., 15 00
 Weymouth, Cong. S. School, const. George
 B. Saunders, L. M., 20 00
 West Boylston, Cong. Ch., 16 10
 West Cambridge, friends, 97 43
 West Newton, S. School class, for ships'
 library, 10 00
 Weymouth and Braintree, Union Ch., 35 30
 Windsor, Cong. Ch., 13 00

CONNECTICUT.

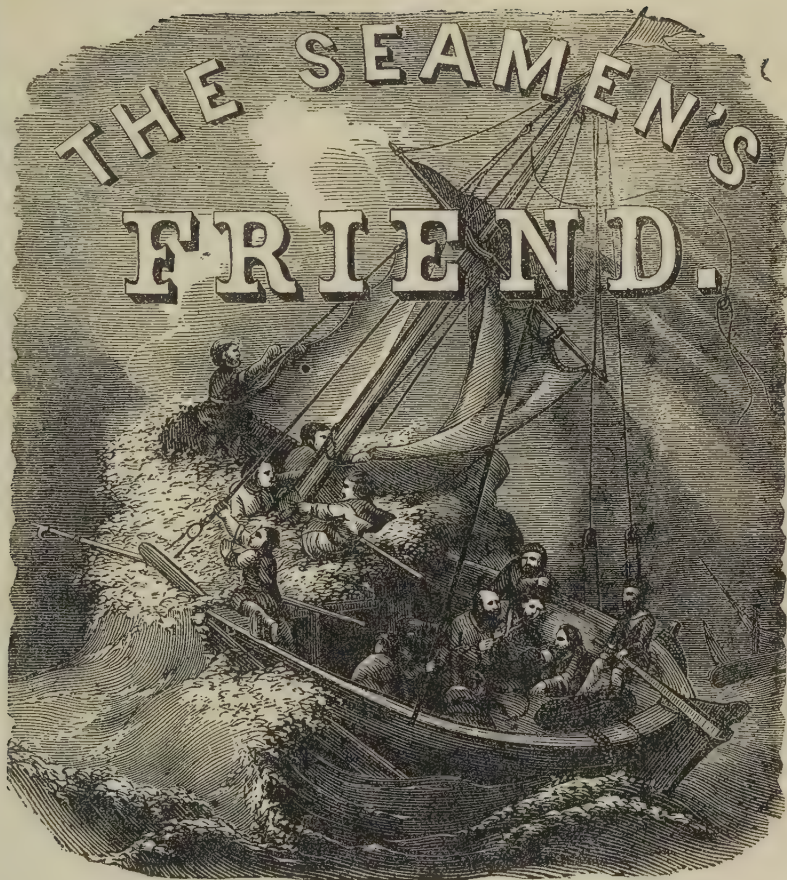
Black Rock, Cong. Ch., 17 00
 Birmingham, Cong. Ch., 58 40
 Branford, First Cong. Ch., const. Captain
 Lynd Frisbie, L. M., 24 13
 Cheshire, Rev. C. Little, const. L. M., by
 Cong. Ch., (previously paid.)
 William A. Brown, do.
 Derby, Cong. Ch. and S. School, const.
 Willie Lines, L. M. and ships' libraries, 32 00
 East Haddam, Rev. I. Parsons' Thanksgiv-
 ing Offering, 3 00
 First Cong. Ch., 10 00
 Fair Haven, Dea. Willis Hemmingway, Jr.
 const. L. M., by First Cong. Ch., (am't.
 previously received.)
 Greenville, Cong. S. School, for ships' li-
 brary, 12 00
 Guilford, Third Cong. Ch., 20 00
 Harwinton, Cong. S. School, for ships' li-
 brary, 13 50
 Hartford, Rev. J. Brace, D. D., 10 00
 Milford, Plymouth Ch. S. School, for ships'
 library, 13 00
 First Cong. S. School, for ships, library, 12 00
 Mystic Bridge, Mrs. M. S. Stanton, 2 00
 New Haven, Edward Hotchkiss, 5 00
 New London, Second Cong. Ch., 80 56
 Norwich, Miss E. C. Greene, 25 00
 Broadway Ch., 178 88
 Plymouth Hollow, Cong. S. School, for
 ships' libraries, 24 00
 South Britain, Cong. Ch. const. Dea. Sim-
 eon Platt, L. M., 44 00
 South Norwalk, const. F. H. Nash, Alex-
 ander Archer, L. M., 55 00
 South Windsor, Cong. S. School, for ships'
 libraries, 18 00
 Stratford, Mrs. Alfred Beach, for ships'
 library, 5 00
 C. T. Sterling, do., 5 00
 Waterbury, First Cong. Ch., 81 53
 Second Cong. Ch., 77 30
 C. W. R., const. Mrs. Franklin Carter,
 of Williamstown, Mass.; Miss Phoebe
 Ann Holmes, of Palmyra, Wis., L. M., 40 00

NEW YORK.

Astoria, Ref. Dutch Ch., 37 40
 Ref. Dutch S. School, for ships' library, 15 05
 Presb. Ch., \$17 for ships' libraries, 65 28
 Brooklyn, Central Cong. S. School, 1 36
 Cossackie, First Ref. Dutch Ch., 23 10
 Harlem, member of Pres. Ch., 10 05

Mount Vernon, Ref. Dutch Ch.,	9 54	Bell Isle Pres. ch.	19 00
New Rochelle, Pres. Ch.,	70 08	Brighton Cong. church in part,	10 70
New York City, Capt. Gordon,	5 00	Buffalo, Dean Richmond 10, Capt. E.	
Allen Street Pres. Ch. Miss. Society, for		P. Dow 10, G. W. Teft 10, J. Ketch-	
ships' libraries—one for ship Grand		um, 10,	40 00
Gulf, and const. Joseph W. Lester, L.D.	50 00	Bush & Howard 10, J. Matgger 10, In-	
J. B. Collins,	100 00	dividuals, 150	210 00
Broadway Tabernacle, \$50 from Caleb		Byron Pres. ch., a balance	1 25
Knevals, const. self, L. D.,	493 15	Cato, Individuals,	5 25
Ref. Dutch Ch., Washington Square,	109 00	Clarence Pres. ch., 4 05, Ref. German	
E. H. M.,	25 00	ch. 3 50, Ch. of the Disciples 2 12,	
Grateful, U. S. S. Lackawanna,	5 00	Methodist, 5 62	15 29
Church of the Puritans' S. School, for		Chili Methodist, balance	1 95
ships' library,	12 00	Chittenango Reformed Dutch ch., 5 85,	
Jonathan Sturges,	50 00	Methodist 6 33	12 18
John Wheelwright,	15 00	Churchville Bap. ch., 4 92, Metho-	
Mrs. C. L. Spencer,	50 00	dist 3 70	8 62
A. R. Walsh,	1 00	Clifton Bap. ch.,	5 50
H. R. K.,	1 00	Clinton Pres. ch.,	17 50
Col. Frank E. Howe,	5 00	Corfu Pres. ch.,	7 70
James Baker,	20 00	Corning Pres. ch., to constitute Z. L.	
The Misses Oothout,	25 00	Park's, L. M.	30 00
George D. Morgan,	25 00	East Palmyra Pres. ch., 15 90, Metho-	
John F. Trow,	10 00	dist ch., 7 70	23 60
Dr. Willard Parker,	20 00	East Shelby Methodist ch.	7 10
James Stokes,	20 00	Elbridge Pres. ch., 2 00, Methodist 1 75	3 75
R. C. Root, Anthony & Co.,	10 00	Geneva Pres. ch., 33, Individuals, 15	48 00
J. N. C.,	5 00	Greece Bap. ch., by M. Cole, Treas-	
H. N. Camp,	10 00	urer,	5 00
W. V. D.,	5 00	Hartland Bap. ch.	12 54
S. Coulter,	10 00	Henrietta Cong. ch.,	14 75
W. W. Clarke,	10 00	Jordan, Union meeting,	4 77
S. M. Sealey,	25 00	Knowlsville Pres. ch., 23 33, Bap. ch., 5 58	28 91
Henry Young,	10 00	Livonia, Pres. ch., balance	8 50
Capt. N. B. Palmer,	100 00	Lockport Pres. ch., Cong. ch., 10 88,	
W. W. De Forest,	5 00	Methodist ch., 7 80	18 68
N. Fisher,	25 00	Lynden Methodist ch.,	10 32
Thomas H. Faile,	25 00	Lyons Pres. ch., balance,	4 50
Ball, Black & Co.,	25 00	Marcellus Pres. ch., 19 35, Methodist	
C. F. Hunter,	10 00	20 10	39 45
Cash,	1 00	Memphis, Individuals,	5 25
Cash,	5 00	Meridian Pres. ch., 4, Bap. ch. 9 95	13 95
William Mathews,	200 00	Middlebury Bap. ch., 12, Free Bap. ch. 2 70	14 70
Walter T. Miller,	10 00	Middleport Methodist ch.	1 20
Daniel Huntington,	25 00	Millville Pres. ch., balance,	1 75
Mrs. H. Holden,	20 00	Newark, Wayne Co, Baptist Association,	50
Prattsburg, First Pres. Ch. S. School, for		New York—James Lenox and friends,	
ships' libraries,	17 00	700, W. B. Astor 50, W. E. Dodge 50,	800 00
West Fayette, Pres. Ch.	3 25	William B. Crosby 25, Eugene Kettle-	
NEW JERSEY.		tas, 25	50 00
Irvington, Ref. Dutch Ch. S. School, for		Norwich Cong. ch., to const. Lewis	
ships' library,	12 00	Kingsbury L. M., 18 90, Bap. ch. 12.	30 90
Montclare, C. R. Haskins,	10 00	Methodist ch. to const. Humphry Sisson,	
Pres. Ch.	110 00	L. M.,	44 90
Perth Amboy, Pres. Ch.,	10 00	Oxford Cong. ch., S. S. to const. Solomon	
OHIO.		Bundy L. M.,	21 75
Walnut Hills, a warm friend of the sailor,		Palmyra Bap. ch., 7 15, Methodist 4,	11 15
for distribution of Sailors' Magazine,	10 00	Penfield Bap. ch., M. Cole, Tres.	2 00
FLORIDA.		Pittston, Pa., Pres. ch., S. S.	5 05
Key West, J. W. Roberts,	10 00	Prattsburg Pres. ch.,	34 15
CALIFORNIA.		Providence, Pa., Meth. Epis. ch., to	
San Francisco, Members of Mariners' Ch.	150 00	const. R. West L. M.	15 00
Hawley & Co.,	25 00	Port Byron Pres. ch., 3 29 Bap. ch.,	
C. A. Low & Co.,	25 00	2, Meth. ch., 2 46,	7 75
Jennings & Brewster,	25 00	Rose Valley, Individuals,	5 00
T. H. Selby & Co.,	25 00	Royalton, Individuals,	13 45
J. Dickinson,	20 00	Syracuse Plymouth ch., 40 85, First Bap.	
Tubbs & Co.,	20 00	ch., 15	55 85
A. J. Ralston,	20 00	Wesleyan Meth. ch., 10, Free Meth. ch.,	
A. G. Stiles,	20 00	3 52	69 37
Coffee & Risdon,	20 00	Utica Ref. Dutch ch., to const. Rev. A.	
Pose & Talbot,	20 00	G. Vermilyea, D. D., and G. C.	
Church of the Advent,	41 25	Churchill, L. M.	40 00
Sundry friends,	80 00	Warner's Station Meth. ch.	5 00
Santa Cruz, Cong. Ch.,	10 95	West Bara Meth. ch.,	8 40
San José, Pres. Ch.	34 15	Wilksbara, Pa., Meth. ch. S. S., to const.	
SOUTH AMERICA.		Rev. W. Loomis and Harriet Drake	
Faulkland Islands, ships' library,	11 00	L. M.	40 00
C. Linderman, U. S. N., ships' library,	3 00	Wilksbare, Individuals,	35 00
		York Scotch Pres. ch., by Rev. J. Van-	
	\$5,004 90	Eaton,	23 00
<hr/>			
<i>Receipts of the American Bethel So-</i>			
<i>cietly for the Quarter ending De-</i>			
<i>cember 31, 1864:</i>			
Albion, Pres. ch. 7 45 Bap. ch. 5 06.	\$12 11		
Auburn First Pres. ch.	77 72		
			\$1,954 96

THE SEAMEN'S FRIEND.



CHRIST IN THE STORM.]

MATT. VIII: 24. 25

(For the Seamen's Friend.)

Short Sermons to Sailors, No. 1.

BY REV. R. W. LEWIS, OF THE FLOATING CHURCH, PIKE SLIP.

Isaiah LV. 3. "*Incline your ear and come unto me: hear and your soul shall live: and I will make an everlasting covenant with you, even the sure mercies of David.*"

The Bible, my friends, is continually calling upon us to give God a due share of attention. He has made us. He sustains us. And if we have any

hope of heaven, that hope depends upon him. Now, by nature we are not inclined to hearken unto God at all. We give him no share whatever of our regard. We live as if we were independent of him. We live as if there were no God. This thoughtlessness of God is wrong. It is dangerous. We are doing ourselves injury by neglecting God. He loves attention. His wrath enkindles against those who give him no thought. And indifference to God injures us, by inclining us to resort to inferior modes and means of

bringing about our purposes. The best way to accomplish any end is to depend mostly upon God. And even if our aim in life is attained by other instrumentalities than those which are sanctified, we have not gained our desire in the best and happiest way possible.

God asks our attention to himself in various ways. But there is one of his devices to attract our notice which is wonderful above all others. He sent his Son at one time to die upon this earth. And he asks us to observe in him a perfect man. He asks to notice this perfect man, suffering and dying a very shameful and painful death. But he tells us what this coming of his Son upon the earth is for, and what he dies for, and this is the most wonderful part of the wonder. My friends, when you find a noble, generous man on board ship, you are quick to admire and esteem him. When you see any man in sorrow, your heart leaps to sympathize with him. If the sufferer is being maltreated, no one is quicker than the sailor to stand forth in his defense. Now, in the case of Jesus Christ, there is a call upon your admiration and esteem, upon your sympathy and upon your co-operation with him against his enemies and yours.

And in standing forth with Christ against the world, the flesh and the devil, you will find that you have done more than merely hearken unto God. You have secured a friend who will always support you. When you give yourself away to Christ he pledges himself to you. He will be with you to aid and assist you until the end of your life. And his friendship will be better to you than any human friendship of which you can think, or after which you have a desire. That God who has the winds and waves under his control will see that you prosper in all good things to which you put your hand.

David of old tasted the fruits of a friendship with God in a remarkable manner. For he had faith in that Son whom God was to send. And the sure mercies which came to him shall descend upon you also if you seek them also by faith in Christ Jesus. Resolve that you will hearken unto God. Give yourself at once away to Christ. Pray to the God whose wonders are about

you, to show you the greatest wonder of his hand, even his Son as your own Saviour, and you shall realize in your heart and soul continually his great and everlasting mercies indeed.

(For the Seamen's Friend.)

Sailors joining the Church.

J . . . C . . . came forward one Sunday morning in the presence of a crowd of his ship-mates to be baptized into the faith of Christ. And the little Floating church of Our Saviour, Pike Slip, contained that morning in consequence a happy Pastor and a happy people. J . . . C . . . had been following the sea from his boyhood and had lived most of his time in a very wicked way. But the Spirit of God touched his heart and opened his eyes. And so he was baptized and was shortly after admitted to the full privileges of church membership by Confirmation.

J . . . P . . . came to me one afternoon to ask that he too might be baptized. But tears came from his eyes before the words were fairly out of his mouth. Upon conversation with him, I judged him, a fit subject for the sacrament and gave it to him. And the same day at evening, he was admitted to the church of Christ by Confirmation. And a second time had we, as a church and congregation, special cause for rejoicing before God and his Christ and the Holy Ghost

"For bringing wandering sinners home
And teaching them his grace."

J . . . R . . . came also to me one day with the tears of penitence in his eyes and with a confession of sin upon his lips, and with promises of amendment of life through the grace and strength of his Saviour Christ. He, after due examination, was also admitted by Confirmation among the number of the Lords people. These men are now at sea. One sailed for Port Royal, one for Melbourne, and the third for Savannah, in the "Daniel Webster." Other cases I might tell of, but these will answer for the present to show the christian friends of the sailor that the Floating church of Our Savior is doing under God and through the blessing of the Holy Spirit her appointed work.

REV. ROBERT W. LEWIS,
62 Pike St.

To our Soldiers and Sailors.

Does it ever seem to you that you are toiling alone and forgotten? While you make a wall of safety with your flesh and blood, standing shoulder to shoulder, steady, silent, invincible, looking death in the face, self-offered martyrs for the country reposing securely behind you, does it come over you with sickening loneliness that no one prays for you in this moment of peril? That you are made the shield of thankless hearts? You are mistaken. We do pray for you. If I speak of myself, it is but telling you what others do. I do pray for you, and especially I beg for those of you who never pray for yourselves.

At this moment the expected conflict impels me to implore you not to delay surrendering yourselves, body, soul, and spirit, to the Lord Jesus Christ. Do you ask, "*How shall I do it?*" As a little helpless child speaking to a loving parent, so lift your eyes to heaven and repeat these words, "I am a sinner. I want to be forgiven. I want to be saved. If I die in this approaching battle, I want to go from the battle-field to heaven. I want a friend to take me there,—a friend who will save me just as I am, for there is no time for me to reform, and no time for me to prove my sincerity even to my own heart. Thou Son of God, Christ Jesus, Saviour of sinners, do thou undertake for me, for I cannot help myself. Almighty God, thou my Creator, in mercy save me *in the way of thine own appointment.*"

My friends! be honest with yourselves, and at this trying moment, honest with your Creator. Tell him the sins that make you afraid to die. Ask him to forgive you. *Ask the Holy Ghost to teach you how to trust Christ.* Do this, and then, when the moment comes that you are to leave this world, as the light of life darkens and the earth is gliding from beneath your feet, you may safely take hold of *hope in Christ* as of a cable, and leap forth into the abyss of eternity, "calling on the name of the Lord." H. S.

Let us proportion our alms to our ability, lest we provoke God to proportion his blessing to our alms.—*Bp. Beveridge.*

Coming to Christ.

I dare say you think coming to Christ is some terrible thing; that you need to be prepared before you come; that he is hard and harsh with you. When men have to go to a lawyer they need to tremble; when they have to go to the doctor they may fear, though both those persons, however unwelcome, may be often necessary. But when you come to Christ, you may come boldly. There is no fee required; there is no preparation necessary. You may come just as you are. It was a brave saying of Martin Luther's, when he said, "I would run into Christ's arm, even if he had a drawn sword in his hand." Now, he has not a drawn sword, but he has his wounds in his hands. Run into his arms, poor sinner. "Oh," you say, "may I come?" How can you ask the question? You are *commanded* to come. The great command of the gospel is, "Believe on the Lord Jesus." Those who disobey this command disobey God. It is as much a command of God that man should believe on Christ, as that we should love our neighbor. Now, what is a command I have certainly a right to obey. There can be no question, you see; a sinner has liberty to believe in Christ because he is told to do so. God would not have told him to do a thing which he must not do. You are allowed to believe. "Oh," saith one, "that is all I want to know. I do believe that Christ is able to save to the uttermost. May I rest my soul on him and say, sink or swim, most blessed Jesus, thou art my Lord?" May do it, man! Why, you are commanded to do it. Oh, that you may be enabled to do it! Remember this is not a thing which you will do at a risk. The risk is in not doing it. Cast yourself on Christ, sinner. Throw away every other dependence, and rest alone on him. "No," says one, "I am not prepared." Prepared! sir? Then you do not understand me. There is no preparation needed; it is just as you are. "Oh, I do not feel my need enough." I know you do not. What has that to do with it? You are commanded to cast yourself on Christ. Be you never so black or never so bad, trust to him. He that believeth on

Christ shall be saved, be his sins never so many; he that believeth not must be damned, be his sins never so few. The great command of the Gospel is "Believe." "Oh," but saith one, "am I to say I know that Christ died for me?" Ah, I did not say that: you shall learn that by and-by. You have nothing to do with that question now, your business is to believe on Christ and trust him; to cast yourself into his hands. And may God the Spirit now sweetly compel you to do it! Now, sinner, hands off your own righteousness. Drop all idea of becoming better through your own strength. Cast yourself flat on the promise. Say—

"Just as I am, without one plea
But that thy blood was shed for me,
And that thou bid'st me come to thee;
Oh, Lamb of God! I come, I come."

If there were a number of persons here in debt and if I were to say, "If you will simply trust to me your debts shall be paid, and no creditor shall ever molest you," you would understand me directly. How is it you cannot comprehend that trusting in Christ will remove all your debts, take away all your sins, and you shall be saved eternally. Oh, Spirit of the living God, open the the understanding to receive, and the heart to obey, and may many a soul here present cast itself on Christ. On all such, as on all believers, do I again pronounce the benediction, with which I shall dismiss you: "May the God of all grace, who hath called us into eternal glory by Christ Jesus, after that ye have suffered a while, make you perfect, stablish, strengthen, settle you."—*Spurgeon*.

Church for Sailors.

The Committee appointed by the Presbytery of New York to organize a church for the seamen, met at the hall of the New Enterprise for the Sea and Land, 52 Market street, on the 29th ult., and organized a church of thirty-two, consisting mostly of Presbyterian families and seamen recently converted to God. The elders and deacons chosen were ordained and instructed in the principles and duties of their office. The Rev. Dr. Phillips preached the sermon; the Rev. Dr. Campbell addressed the elders and

deacons and church members; the closing prayer was offered by Rev. Mr. McGlashan, who has charge of this enterprise, and the benediction pronounced by Dr. Phillips. The whole exercises were delightful and solemn. This new church is called "The Presbyterian Church of the Sea and Land." May the Great Head of the Church own and bless this effort for the spiritual good of the sea and land, and may the friends of seamen see to it that the cause does not languish for lack of means. This city has grown by her commerce from the sea, through the toil and enterprise of seamen, to great wealth and to a population of a million, and yet there has never been, till now, an organized Presbyterian church for seamen. More than a hundred thousand seamen come to and go from this city annually, many of these were brought up in worthy families, by Presbyterian fathers and mothers, and the most tender and sacred associations of their childhood and early youth are in connection with the Sabbath school and Presbyterian Church. But hitherto no church provision has been made for these men in this city. There are also many Scotch sailors and Scotch Irish sailors who are nearly all from Presbyterian families. These, too, prefer the church of their fathers, its faith and forms of worship. They are so strongly attached to the Presbyterian form of worship that they are seldom willing to attend church anywhere else. All these noble men are deprived of a place of worship. Active seamen cannot remain long enough on shore to build a church for themselves were they able otherwise to do so. There is not one Presbyterian church below Canal street where the men of the sea or the families of the land could worship God were they ever so much so disposed. But if there were a Presbyterian church below Canal street it must be a seamen's church, in part at least, to benefit that class of seamen. This want will be met by the Church of the Sea and Land. Let the families attending this church invite the sailor to spend an hour now and then in their society, and it will have a powerful elevating influence upon the men of the sea.—*N. Y. Observer*.

Cheers for our Heroes.

[The poem given below has been recited by Mr. Murdoch before large audiences in Philadelphia, where it was received with shouts, and applauded verse by verse :]

Cheers ! cheers, for our heroes !

Not those who wear stars ;

Not those who wear eagles,

And leaflets and bars ;

We know they are gallant,

And honor them, too,

For bravely maintaining

The Red, White, and Blue !

But cheers for our soldiers,

Rough, wrinkled, and brown ;

The men who MAKE heroes

And ask no renown :

Unselfish, untiring,

Intrepid and true,

The bulwark surrounding

The Red, White, and Blue !

Our patriot soldiers !

When treason arose,

And Freedom's own children

Assailed her as foes ;

When Anarchy threatened

And Order withdrew,

They rallied to rescue

The Red, White, and Blue !

Upholding our banner

On many a field,

The doom of the traitor

They valiantly sealed ;

And, worn, with the conflict,

Found vigor anew,

Where victory greeted

The Red, White, and Blue !

Yet loved ones have fallen—

And still, where they sleep,

A sorrowing Nation

Shall silently weep ;

And Spring's fairest flowers,

In gratitude, strew

O'er those who have cherished

The Red, White, and Blue !

But honor immortal

Is waiting them now :

And chaplets unfading

Shall bind every brow.

When called by the trumpet,

At Time's great review,

May they stand, who defend

The Red, White and Blue !

Capture of the Florida.

The capture of the steamer *Caroline*, above Niagara Falls on the American shore by a party of Canadian royalists, in 1837, is cited as a case similar to that of the capture of the *Florida* in a Brazilian port. The Canadian rebels, aided by some Americans, at that time used the *Caroline* as a ferry boat to ply between Schlosser, on the American side, and Navy Island. The loyalists cut the steamer loose from Schlosser, one dark night, set her on fire and sent her over the falls. Our Government urgently remonstrated against this outrage of its soil, but Great Britain defended the act as a justifiable employment of force for the purpose of defending British territory from British rebels and American pirates. Finally, Daniel Webster brought the subject before Lord Ashburton, during their negotiations. Ashburton admitted that it was a breach of the paramount obligation of the reciprocal respect for the independent territory of each, but said, further, "But however strong this duty may be, it is admitted by all writers, by all jurists, by the occasional practice of all nations, not excepting your own, that a strong, overpowering necessity may arise when this great principle may and must be suspended. This must be for the shortest possible period, and in obedience to the first law of our nature—self-defense." He said the intentions of the parties must be mainly looked to. Mr. Webster, in his reply, said the only point of difference was whether the facts in the case make out such necessity for the purpose of self-defense, and considering that they agreed on other points, and that it occurred in the time of one of Ashburton's predecessors, the President of the United States accepted the explanation and apology in the conciliatory spirit in which they were given.

So long as you see one star in the sky, the sun is not risen ; so long as one leak admits the water, the ship is not safe ; so long as one sin reigns in a man's heart, and is practised in his life, Jesus is neither his Saviour nor his King. The Jews have no dealings with the Samaritans.—*Guthrie*.

Terrible disaster at Sea.

We have to record another terrible disaster at sea. The steamship *Melville*, which left this port on the 5th inst. for Port Royal, encountered a severe storm on the 7th, having her bows stove in by the sea, and about noon the next day she suddenly went down. Thus far only four are known to have been saved; two passengers, the mate and the third engineer. She had 50 passengers and 23 officers and crew.

Albert L. Boyden, of Brooklyn, a passenger on the *Melville*, gives the following account of the disaster: We had encountered heavy south-west winds with a heavy sea, until the 7th at about 9 p. m., our bows were stove in by the sea. The captain ordered a boat lowered, when he, the chief-engineer, the first cook and one seaman, with several others, were swamped in it. The passengers, by bailing with buckets, were enabled to keep her afloat until about 11 o'clock the next day, Sunday morning, when we lowered the remaining boat—a metallic life boat; but before we could get the lady passengers into it, the *Melville* went down, port bow first, upsetting the life-boat. There was a vessel in sight from about 12 o'clock at night which was seen often until we foundered, when she was seen no more. I saw a great many perish, and many clinging to pieces of the wreck. I was in company with the life-boat, and within hailing distance of her until about sunset. She was then free of water and had only three persons in her, I think, two men and one lady. They answered my call but kept clear of me. We were in sight of portions of the wreck until sunset. The boat's crew made no efforts to save any who were still clinging to the wreck. We burned our mail, consisting of three newspaper-bags and one letter-bag, with all the mattresses and every combustible thing on board, to signalize the vessel in sight.

The brig *Harriet*, of Halifax, on the 8th was hailed by a boat containing the mate, third engineer, and one passenger of the steamship *Melville*. Took them on board and brought them to this port.

Loss of the *Patapsco*.

The following are the painful particulars of the loss of the monitor *Patapsco*:

"On the night of the 16th of January, as usual, a number of boats were sent up to drag off these infernal machines, and the monitor *Patapsco*, Lieutenant Commander Quackenbush, was sent up to a point near Fort Sumter, to cover the boats. She came to an anchor, and the regular watches were stationed as usual at their respective places. Nothing unusual occurred until the *Patapsco* swung to an ebb tide, at about two o'clock next morning, when she passed over a torpedo, exploded it, and went to the bottom like a piece of lead, carrying down with her seven officers and about sixty men. Five officers, Lieutenant Commander Quackenbush, Lieutenant Sampson, Executive officer, Engineer Ryan and another engineer, and about twenty men on watch, were saved. Ensign Johnson, son of the Fleet Surgeon was lost; the Paymaster, Surgeon, two watch officers and the balance of the engineers were lost."

Loss of the British Ship "*Racehorse*."

On the night of the 4th of November, the *Racehorse*—a screw vessel of 695 tons, and carrying four guns—struck on a rock in the China Seas. The boats were got out, but a heavy sea set in, and they were swamped. After a time the ship moved from the rock, and an attempt was made to steam at full speed to the shore. The gale, however, increased—wave after wave broke over the vessel, which soon became a complete wreck. The Captain (Boxer) states that during that dreadful night the officers and men were cool and collected, and "obeyed every order smartly and energetically." But the cold and the force of the sea proved too much for the brave fellows, and out of a company of one hundred and eight, only the Captain, the Paymaster, the Boatswain's mate, two able seamen, a stoker, a gunner, and a marine succeeded in reaching the shore.

He who seldom thinks of heaven is not likely to get thither; as the only way to hit the mark is to keep the eye fixed upon it.—*Horne*.

Ho! Brothers on the Battlefield!

BY WM. OLAND BOURNE.

Ho! brothers on the battlefield,
Who toil in Freedom's glorious war,
TAKE HEART! The foeman soon shall yield—
Our flag shall lose no single star!
The night is past! The morning sun
Shines brightly through the shade and gloom,
The victors hold what valor won,
While guilt and treason wait their doom.

Ho! dauntless men of fearless will!
Bear high the nation's radiant flag;
Go, plant it firm on every hill,
On every plain and mountain-crag!
The emblem of our glorious land—
The promise of a world's desire—
Go, fling it forth till every strand
Shall blaze with Freedom's holy fire!

Ho! brothers on the rocking sea!
On iron-clad and wooden deck,
TAKE HEART! The corsair crew shall flee,
And sink the dark, ensanguined wreck;
It reels before the gathered storm!
The keel now rakes the sunken rocks!
TAKE HEART! The doomed and riven form
Shall perish with your mighty shocks.

Ho! brothers brave before the mast!
Who guard the ocean's briny door,
TAKE HEART! Your golden anchors cast
In hope along the Atlantic shore.
Freight well the ship with living men!
Freight well the gun with massive ball!
Till Sumter shall resound again
With thunder-tones o'er treason's fall.

Ho! brothers on your beds of pain,
With ghastly wound and shattered limb,
TAKE HEART! From mountain, hill and plain,
There soon shall rise earth's grandest hymn!
TAKE HEART! For when the work is done,
The grateful land for which you bled
Shall give the boon to those who won,
AND BLESS THE LIVING AND THE DEAD.

Ho! brothers of the Older World!
Who watch the strife with earnest eye,
TAKE HEART! Our flag is still unfurled
Beneath our glorious western sky;
The sun of Freedom shall not set!
The songs of Freedom shall not cease!
But Love and Truth, in Freedom met,
Shall bid you to a land of Peace!

December 26, 1864.

Navigation of the Amazon.

The important geographical discovery has recently been made that the river Amazon is navigable from its mouth to its source, opening in fact, a new route between the Atlantic and Pacific oceans. The *Morona*, a Peruvian steamer, which was sent to explore the Amazon, has arrived at Mayro, about three hundred miles from Lima. The *Morona* navigated more than two thousand miles of the Amazon proper, and six hundred of Yeayali and the Pachitea rivers, which until then, had seen only Indian canoes. The country is, of course, inhabited only by savages, but it is of wonderful fertility.

Singular Incident.

A gentleman belonging to Greenock, who was among the saved from the wreck of the ill-fated screw steamer *Anglo-Saxon*, describes, in a letter to a relative residing in town, a remarkable circumstance connected with the landing of one of the boats belonging to the ship. The letter is dated at St. Johns, May 1st. He says:

"The last time I saw Captain Burgess (the commander of the *Anglo-Saxon*) he was assisting to lower the small boat, in which were embarked twenty-two men, one lady, and myself. We left without food, compass, or sufficient clothing. We were knocked about in a fog all day, not knowing whither we were drifting, Towards eve, however, we espied a cliff off Belle Isle, when we steered for Cape Race, which we made. Approaching the shore, we saw a man carrying a gun, accompanied by two large Newfoundland dogs. He evidently saw us, and made a signal for us to approach the shore cautiously. We followed his course for some time, till he was hid from us by a large cliff, which it was impossible he could descend.

"The two dogs, however, soon appeared, descending this dangerous head-land, and, upon reaching the water, dashed precipitately into the sea, howling dreadfully. Having swam out close to the boat, they then turned toward the shore, keeping a little distance ahead of us, indicating that we were to follow them. Our singular pilots seemed to understand the danger of our position, as we did not deviate from the course they were leading us without a loud howl being uttered by them. At last we arrived in a natural creek, where a safe landing was effected. No other similar creek was to be seen, which caused us all to wonder at the sagacity displayed by these dumb animals. No doubt our preservation was in a great measure attributable to these noble dogs. An alarm having been raised, a rope was let down by a pulley, and we were taken up the cliff, which is one hundred and fifty feet in height. We were shortly after enabled to reach the light-house, where every attention was paid to us."

Our Navy.

OUR NAVY has become in reality a powerful arm. Its new gunboats are models of naval architecture: its guns are the most formidable in the world, and its iron-clads have changed the whole course of armored ship building in Europe. The few disasters encountered in this war by our navy are only such as are incident to all great wars, and have not been serious in their consequences. Victory has been its record so generally as to form a subject of wonder when compared with the reverses on land. Yet this navy has nearly all been created by the present department, for when the war broke out we were almost powerless at sea. Surely, then the incessant denunciation of the able Secretary of the Navy, whose labors have been so well directed and so successful, are without any other excuse than mere reckless partisan zeal.—*Philadelphia North American.*

What the Navy has done.

Mr. Donald McKay, of East Boston, has compiled, from official reports, a summary of the work of the Navy Department, since the rebellion began. He says there are now in the Navy, in active service, 558 steamers, with an aggregate tonnage of 408,000 tons against the original 25 steamers and 49,700 tons with which the war commenced. The government has built 23 screw gunboats of 500 tons each, with a speed of 10 knots; next 12 paddle-wheel boats of 850 tons each and 11 knots speed; then, 27 more of the same style, only longer and faster, having a speed of $14\frac{1}{2}$ knots; next, seven more, same class, but still longer and faster; next, 10 second class screw sloops-of-war, having a speed of $12\frac{1}{2}$ knots, 74 wooden and iron-clad vessels of the Monitor type, with an aggregate tonnage of 78,000 tons, and 8 screw vessels of 530 tons each, with a speed of $11\frac{1}{2}$ knots. There are in course of construction five vessels of 3,200 tons, and two of 3,000 tons, intended to have a speed of 16 knots per hour, twenty first-class wooden screw steamers of 2,200 tons each, to have a speed of 13 knots, and three iron-clad coast steamers, of 1,564 tons, with two turrets.

British Navy.

THE NAVY list shows the British Navy to contain at present in commission 240 steamships of all sizes, from the stately three-decker down to the tiny gunboat. These mount between 230 and 240 guns; they are manned by about 45,000 men and boys, and are propelled by a steam-power exceeding 60,000 horses nominal. In addition, there are 48 sailing-vessels, mounting upwards of 600 guns, and manned by about 6,500 men and boys. The sailing-vessels are naturally only fit for harbor duty and training-ships. They are never intended to go to sea again, and therefore should not be regarded as belonging to the effective naval force.

BRITISH SEAMEN.—The number of British sailors is estimated at 376,000, exclusive of fishing and other amphibious races. These seamen are divided into 70,000, belonging to the Royal Navy, for whom 155 clergymen are provided; and 306,000 belonging to the mercantile navy, for whom, until recently, the Church made no provision whatever. A Society maintains 13 clergymen, and 10 readers for seamen. Then there is the Thames Church Mission, and various mariners' and floating churches at seaports.

MERCANTILE NAVY OF FRANCE.—According to the commercial "Blue Book" just issued, the total number of merchant vessels in France amounts to 15,092, measuring together 985,235 tons. Out of the above 8,218 do not exceed 20 tons each. Only 485 exceed 400 tons, viz: 253 from 400 to 500 tons, 113 from 500 to 600, 46 from 600 to 700, 30 from 700 to 800, and 43 of 800 and upwards. Of those, 485,117 tons belong to Bordeaux. Havre possesses 116 vessels of the same kind, Nantes 73, and Marseilles 111.

Never, in the presence of your child, make invidious comparisons of its behaviour with that of other children; nor present to them any human example to follow, only so far as that model follows Christ—the perfect example.

Fatalities at Sea.

William Jones, a seaman on the British bark *Summerlee*, fell from the yard-arm to the deck and was killed, on the late voyage from Cardiff to this port. William Davis, the cook on board the same vessel, died on the passage.

Captain Fisk, of the whaleship *Hillman*, was drawn overboard by a whale, and drowned, somewhere down the coast, last January. A harpoon had been thrown into a whale and while the crew were securing the prize the Captain became entangled in the rope attached to the harpoon, and was drawn overboard and down in the twinkling of an eye. He was never seen afterward. Capt. Fisk was from New London, Conn.

At sea, on board ship *I. F. Chapman*, August 26th. Henry Wardwell a native of Boston aged 16 years and 8 months. (Eastern papers please copy.)

William Mackenay, a seaman, fell from aloft on board the ship *Wizard King*, off Cape Horn, and was killed. William Stratton, an old sailor, 88 years of age, died about the same time.

Ship *W. C. Nye*, in lat. 48 N., long. 141 W., 6 whs.—reports that Thomas Rich, of New Bedford, and—Williams, of Sandwich Islands, seamen, were drowned by the capsizing of her boat while alongside a whale.

Naval.

In the English *Army and Navy Gazette* for November 26, 1864, appears the following paragraph:—

"We are glad to be enabled to state that the Lords of the Admiralty, not satisfied with the solitary iron gun-carriage and slide, under trial on board Her Majesty's ship *Excellent*, have given orders for an important pattern to be made in the Royal Dockyard at Woolwich, and fitted with all the necessary appliances to enable the gun mounted upon it to be worked in the heaviest weather at sea. This is a good step, and their Lordships have the satisfaction of being first in this matter, and ahead even of our enterprising trans-Atlantic cousins, who are only just considering the best pattern for iron gun-slides and carriages for broadside guns."

There certainly is no objection to

their lordships enjoying any amount of satisfaction to be derived from their supposed cleverness in this matter of *commencing* the experiments with "iron gun-slides and carriages;" but at the same time it is right to place upon record the fact that "our enterprising transatlantic cousins" considered this matter a long time ago, and actually mounted the guns of the *New Ironsides* in broadside battery upon iron gun-slides and carriages, the models of which were shown to English army and navy officers several months ago. One of these officers who is now the gallant fleet captain of her Majesty's squadron in the Mediterranean, expressed much satisfaction with the idea, thus for the first time presented to him.

The carriages of the *New Ironsides* were placed on board of her more than two years ago, have stood the test of battle during the lengthy operations before Charleston, where she was almost daily under fire, and are now in just as good condition for service as the day they were first put on board. This successful result has so fully determined the question of iron gun-carriages and slides, that numbers of them are now being made for our ships, and they will hereafter be found throughout the Navy, both as pivot and broadside. We refer our English contemporary to the Annual Report of the chief of the Navy Bureau of Ordnance for 1864.—*Army & Navy Journal*.

The Tempest and the Supplication.]

O, God of mercy, on this night so dreary,
Hear Thou our prayer for those upon the Sea;
Pity the mariner so worn and weary,
Help him in danger to look up to Thee.

Ye who on downy beds are sweetly sleeping,
List to the storm that round your dwellings raves,
Wake, and bethink ye of those sadly weeping,
For loved ones toss'd on Ocean's treacherous waves.

Behold fond mothers for their sons are pleading,
While fancy paints them whelm'd beneath the flood,

Wives for their husbands too, are interceding,
Wake, then, ye sleepers, "call upon your God."

Pray Him to quell the tempest's rude commotion,
His sovereign word the winds and waves obey,
He can speak peace and still the troubled Ocean,
And bring the wonderers safely on their way,

Father of mercies, hear our supplication,
Save Thou our friends far off upon the Sea,
Then to thy name will we ascribe salvation,
And yield our hearts in faith and love to thee.

Essex, Conn.

A. P. O.

The Christian Officer.

The captain of a vessel in the United States Navy wrote as follows to a brother officer:

"We have not been debarred the privilege of divine service one Sabbath. I am highly favored in officers. They are moral, gentlemanly men, the friends and advocates of religion, and in one or two cases, I think, seeking to find peace to their souls. We have a Sunday-school and day-school for the boys; I trust it will be blessed to their souls. I think I may say, the morals of the ship have been improved. Upwards of fifty men have stopped their grog voluntarily and draw money instead. I took command of this ship on Saturday, and commenced the next day with part of the service, and an address from these words, "Remember the Sabbath day to keep it holy," from a volume of Tracts. It was new to the hearers, but I determined, if I stood alone, to stand firm. The next Sabbath I read one of Burder's sermons, from these words: "I am not ashamed of the Gospel of Christ; for it is the power of God unto salvation to every one that believeth." Mr.—, and Mr.—, have from that period assisted me, as I called on them, reading either a part of the service or the sermon. Swearing is abolished in my hearing. There is not an officer on board who drinks ardent spirits."

Pray without ceasing.

We are enjoined to pray without ceasing. We ought to be in so constant a communication with Him that whenever a slight trial comes, whether of faith, or patience, or love, and whenever a little blessing flutters its white wings softly over our heads, we shall immediately, naturally, without hesitation, lift up our hearts to God. Thus only can we obtain all things which God prepares for us. He has opened for us the fountain of the water of life. If we draw only at intervals, even though they be regular, we shall often walk athirst. We should keep the little rills always trickling thence into our hearts, that so there shall be in us a well of water springing up into everlasting life.—*The Friend.*

Sailors' Wives.

MR. EDITOR:—Sir,—Observing the zeal and ability with which you advance the most conclusive arguments in favor of the working classes,—including that long suffering class, the working women of this city—emboldens me to ask your efficient aid in favor of a hitherto non-complaining, but yet a deeply suffering class—I mean the *sailors' wives*. Much has been done for the wives and families of our brave soldiers, but I feel that, up to this time, nothing has been done either by the Government or the citizens, for the sailor's family. In the house and neighborhood where I reside, the soldiers' families are in the receipt of city, county and I believe other "relief" money, together with remittances from their husbands, while I, with a family of three children, am obliged to subsist *solely* on my husband's pay—a seaman in the U. S. Navy. I have made inquiries on this subject, and have been told that nothing has, as yet, been done for the sailor. I have even applied, as near as I could practically do so, at the quarters where he was enlisted; and have received abusive answers. I trust, Sir, you will put me on the right track to get either my right or such assistance as certainly I stand in great need of, by advice through your journal, and you will add another item to the abundance of your sphere of usefulness, and oblige, Sir, A SAILOR'S WIFE.
—*Exchange.*

Our Father.

A ship filled with passengers left the harbor on a beautiful day, when the sea was calm, and the blue sky overhead cloudless. There were many days of sunshine until they were fairly out of sight of land; then suddenly thick black clouds shut out the sunlight; a storm arose, and the waves dashed so furiously that it seemed as though they must cover the vessel, and bury the crew in a watery grave.

One of the passengers was a minister, who placed his confidence in the great Ruler who watches over all on land and sea. It was an hour of distress and danger; a time when death seemed very near, and almost certain.

In the midst of it all the good man arose, and in a calm, steady tone, said, "Let us pray." Instantly there was a hush as, slowly and reverently, he uttered the words of the Lord's prayer, "Our Father which art in heaven." The words were simple, every one present was familiar with them, but they seemed to have a new meaning, and brought peace to many a troubled heart.

As he finished, a young man grasped his hand, saying: "Sir, for years I have been an infidel, an unbeliever in God, and no word of prayer has fallen from my lips since my mother taught me when a child to say, 'Our Father which art in heaven.' Thank you for praying that prayer, *it has saved me!*"

How many repeat this prayer without any idea of its power and meaning, and of the amount of trust and confidence we should have to call God "Our Father."

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**HOW TO JUDGE THE WEATHER BY THE SKY.**—The colors of the sky at particular times affords wonderfully good guidance. Not only does a rosy sunset presage fair weather, and a ruddy sunshine bad weather, but there are other tints which speak with equal clearness and accuracy. A bright yellow in the evening indicates wind; a pale yellow, wet; a neutral gray color constitutes a favorable sign in the evening, an unfavorable one in the morning. The clouds are full of meaning in themselves. If their forms are soft, undefined and feathery, the weather will be fine; if the edges are hard, sharp and definite it will be foul. Generally speaking, any deep, unusual tints, betoken wind or rain; while the more quiet and delicate tints bespeak fair weather. Simple as these maxims are, the British Board of Trade has thought fit to publish them for the use of sea-faring men.

Three things appear to be uninjured by the Fall—the song of birds, the beauty of flowers, and the smile of infancy: for it is difficult to conceive now either of this could have been more perfect had man remained holy; as if God would leave us something pure to remind us of the Paradise we have lost, and point us to that which we shall regain.—*Dr. C. S. Henry.*

## Christ on the Sea,

Or, sketches of His Works and Wonders in the Deep: by Rev. John Spaulding, late Corresponding Secretary of the American Seamen's Friend Society.

American Tract Society, 150 Nassau street New York, published for this Society and the American Seamen's Friend Society, 80 Wall street, New York. Affectionately inscribed to our brethren of the sea, the officers and sailors in the naval and merchant service.

### CONTENTS.

- I. Christ the Maker of the Sea.
- II. Christ's Purpose in the Sea.
- III. Christ's Way in the Sea.
- IV. Christ in a Storm at Sea.
- V. Christ Walking on the Sea.
- VI. Christ Teaching on the Sea.
- VII. Christ's Protection on the Sea.
- VIII. Christ's Chief Apostles from the Sea.
- IX. Christ Raising the Dead of the Sea.
- X. Christ Abolishing the Sea.

(For the Seamen's Friend.)

## Out on the Ocean.

Air Nelly Gray.

BY MRS. M. J. NATE.

We are out on the Ocean, and we soon will gain the shore  
 Of bright beauty, that is far, far away,  
 And we soon shall see the loved ones  
 Who have passed on before  
 To the realms of fair and brightest day.

### CHORUS.

The music soft and low!  
 And we hear it as we go,  
 And the angel-greetings gently seem to come,  
 And we long to be at rest  
 With the beauteous and the blest  
 In our holy, our bright, our heavenly home.  
 Wild the storm is o'er us raging, but we heed it  
 not, nor fear,  
 For we see our Saviour smiling up on high.  
 And we hear his heavenly footsteps—yes, we  
 know he now is near;  
 While he parts the dark and troubled sky.  
 The heavenly, heavenly harbour! now it comes  
 before our sight!  
 Oh the glory and beauty of the place!  
 There the Son of God is reigning in unfading,  
 glorious light,  
 While angels wonder at his grace.  
 There a river rolls in grandeur all along the  
 shining way,  
 And fair flowers bend o'er it in grace.  
 While the verdure is greener than our brightest  
 summer day  
 In this happy, this beautiful place.  
 Oh come to that country, so fair and so bright,  
 Where so holy and pure we shall be.  
 Where the long lovely day never sets in a night,  
 When from earth and from sin we are free.  
 Oh the music soft and low;  
 Now, we hear it as we go.  
 And the angel-greetings, gently seem to come,  
 We are on the Ocean sailing;  
 And we soon will be at rest,  
 In our holy, our bright, our heavenly home.

### India benefited by the American War.

Owing to the Southern blockade, by which European manufacturers have been compelled to seek their supply of cotton elsewhere, a wonderful stimulus has been given to Egypt and India, both of which countries, within the short space of three years, have extensively and successfully engaged in the growth of cotton. The Indian budget recently presented to the British Parliament, revealed the surprising fact that, through the stimulus of an active cotton-trade, instead of having a large deficit in her revenue, India has now an annual surplus of several hundred thousand pounds; that almost every form of industry is prospering as never before; that a much larger extent of country is under cultivation, while railways and other internal improvements are energetically pushed forward, which, with the agricultural demand, creates a great competition for labor. In 1860, the exports of cotton from India amounted to 1,822,000 cwt.; in 1861, to 3,295,000; in 1862, 3,505,000; in 1863, to 3,878,000. During the last five years England has sent to India fifty millions of silver and twenty-five millions of gold, a large portion of which is consumed in personal ornaments, as the natives have little disposition to spend it for sugar, tea, wine, tobacco, or other wants which civilization brings.

**THE HALCYON DAYS.**—The seven days preceding and the seven days following the shortest day, or the winter solstice, were called by the ancients the halcyon days. This phrase, so familiar as expressive of a period of tranquility and happiness, is derived from a fable that, during the period just indicated while the halcyon bird, or king fisher, was brooding, the sea was always calm, and might be navigated in perfect security by the mariner. The name halcyon is derived from two Greek words—*als* the sea, and *kno*, to conceive: and, according to the poetic fiction, the bird was represented as hatching her eggs on a floating nest in the midst of the waters. Dryden thus alludes to the notion:

Amid our arms as quiet you shall be  
As halcyons brooding on a winter sea.

—*Book of Days.*

### The Oil Trade of Pennsylvania.

The almost incredible statement is made that the value of the petroleum product in Pennsylvania, although the business is yet in its infancy, already exceeds the value of the iron and coal, the standard staples of that wealthy state, the receipts of the oil sold at the wells during the last twelve months amounting to \$56,000,000, while the iron and coal only produced 51,000,000. Very extensive operations are carried on for the collection of the petroleum in the Oil Creek valley and its contiguous creeks and ravines, from Titusville to the mouth of the creek at the Alleghany river, a distance of about seventeen miles. The excitement caused by the discovery and successful working of the wells having spread through all that region, has extended to the eastern cities, and a large number of new companies have been formed for the prosecution of the business. Petroleum has also been found in several other localities in the country. The business, though new, will doubtless be substantial and permanent, furnishing a material and valuable contribution to our national wealth.

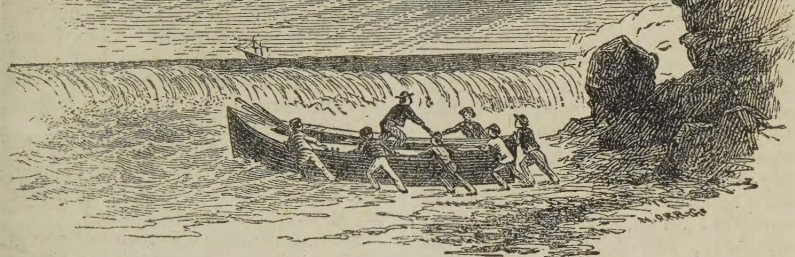
### A Soldier's Bequest.

Horace Drew, of Barrington, N. H., was killed in the service of his country last May. After his death it was found that in disposing of the little money he had saved, he bequeathed five dollars to the American Seamen's Friend Society. This sum I now send to you—though the gift is small, it is precious, coming as it does, from one who was a very devoted soldier of Christ and of his country. Brother Drew was a member of the Mariner's Church in Boston, at the time of his death.

**THE BETHEL SHIP.**—The pastor, her captain, never thinks her complement of men made out so long as an unconverted man remains. He took in ten persons on probation on a late Sabbath morning, and still there come bowing at God's altar in that ship many who have spent much time in ridiculing her as a mean craft and as answering no good end, but coming themselves to be wounded in her, they make hearty confession of their former foolish views.



# THE LIFE BOAT



March, 1865.] Published by the American Seamen's Friend Society. [Vol. 6.—No. 3.

## The Sailor-boy of Havre.

A French brig was returning from Toulon to Havre with a rich cargo and numerous passengers. Off the coast of Bretagne it was overtaken by a sudden and violent storm. Captain P——, an experienced sailor, at once saw the danger which threatened the ship on such a rocky coast, and he gave orders to put out to sea; but the winds and waves drove the brig violently towards the shore, and notwithstanding all the efforts of the crew, it continued to get nearer land.

Among the most active on board in doing all that he could to help was little Jacques, a lad twelve years old, who was serving as cabin-boy in the vessel. At times, when he disappeared for a moment behind the folds of a sail, the sailors thought that he had fallen overboard; and again, when a wave threw him down on the deck, they looked around to see if it had not carried away the poor boy with it; but Jacques was soon up again unhurt. —“My mother,” said he, smiling, to an old sailor, “would be frightened enough if she saw me just now.”

His mother, who lived at Havre, was very poor and had a large family. Jacques loved her tenderly, and he was enjoying the prospect of carrying to her his little treasure—two five franc pieces, which he had earned as his wages for the voyage.

The brig was beaten about a whole day by the storm, and in spite of all

the efforts of the crew, they could not steer clear of the rocks on the coast. By the gloom of the captain's brow it might be seen that he had little hope of saving the ship. All at once a violent shock was felt, accompanied by a horrible crash; the vessel had struck on a rock. At this terrible moment the passengers threw themselves on their knees to pray.

“Lower the boats,” cried the captain. The sailors obeyed; but no sooner were the boats in the water than they were carried away by the violence of the waves.

“We have but one hope of safety,” said the captain. “One of us must be brave enough to run the risk of swimming with a rope to the shore. We may fasten one end to the mast of the vessel, and the other to a rock on the coast, and by this means we may all get on shore.”

“But, captain, it is impossible,” said the mate, pointing to the surf breaking on the sharp rocks. “Whoever should attempt to run such a risk would certainly be dashed to pieces.”

“Well,” said the captain in a low tone, “we must all die together.” At this moment there was a slight stir among the sailors, who were silently waiting for orders.

“What is the matter there?” inquired the captain. “Captain,” replied a sailor, this little monkey of a cabin-boy is asking to swim to the shore with a strong string round his body

to draw the cable after him; he is as obstinate as a little mule!" and he pushed Jacques into the midst of the circle. The boy stood turning his cap round and round in his hands, without daring to utter a word.

"Nonsense! such a child can't go," said the captain, roughly.

But Jacques was not of a character to be so easily discouraged. "Captain," said he timidly, "you don't wish to expose the lives of good sailors like these; it does not matter what becomes of a 'little monkey' of a cabin-boy, as the boatswain calls me. Give me a ball of strong string, which will unroll as I get on, fasten one end round my body, and I promise you that within an hour the rope will be well fastened to the shore, or I will perish in the attempt."

"Does he know how to swim?" asked the captain.

"As swiftly and as easy as an eel," replied one of the crew.

"I could swim up the Seine from Havre to Paris," said little Jacques. The captain hesitated, but the lives of all on board were at stake, and he yielded.

Jacques hastened to prepare for his terrible undertaking. Then he turned and softly approached the captain. "Captain," said he, "as I may be lost, may I ask you to take charge of something for me."

"Certainly, my boy," said the captain, who was almost repenting of having yielded to his entreaties. Here, then, captain, replied Jacques, holding out two five-franc pieces wrapped in a bit of rag; if I am eaten by the porpoises, and you get safe to land, be so kind as to give this to my mother, who lives on the quay at Havre; and will you tell her that I thought of her, and that I love her very much, as well as all my brothers and sisters?"

"Be easy about that, my boy. If you die for us, and we escape, your mother shall never want for anything." "Oh, then, I will willingly try to save you," cried Jacques, hastening to the other side of the vessel, where all was prepared for his enterprise.

The captain thought for a moment. "We ought not to allow this lad to sacrifice himself for us in this way," said he at length; "I have been wrong. I must forbid it."

"Yes, yes," said some of the sailors round him; "it is disgraceful to us all that this little cabin-boy should set us an example of courage; and it would be a sad thing if the brave child should die for old men like us, who have lived our time. Let us stop him!"

They rushed to the side of the vessel, but it was too late. They found there only the sailor who had aided Jacques in his preparations, and who was unrolling the cord that was fastened to the body of the heroic boy.

They all leaned over the side of the vessel to see what was going to happen, and a few quietly wiped away a tear which would not be restrained.

At first nothing was seen but waves of white foam, mountains of water which seemed to rise as high as the mast, and then fell down with a thundering roar. Soon the practised eye of some of the sailors perceived a little black point rising above the waves, and then, again, distance prevented them from distinguishing it at all. They anxiously watched the cord, and tried to guess, by its quicker or slower movement, the fate of him who was unrolling it.

Sometimes the cord was unrolled rapidly: "Oh, what a brave fellow! they said; "see how quickly he swims!" At other times the unrolling of the ball of string stopped suddenly: "Poor boy," they said, "he has been drowned or dashed against the rocks!"

This anxiety lasted more than an hour: the ball of string continued to be unrolled, but at unequal periods. At length it slipped slowly over the side of the vessel, and often fell as if slackened. They thought Jacques must have much difficulty in getting through the surf on the coast. "Perhaps it is the body of the poor boy that the sea is tossing backwards and forwards in this way," said some of the sailors.—The captain was deeply grieved that he had permitted the child to make the attempt;—and, notwithstanding the desperate situation in which they were, all the crew seemed to be thinking more of the boy than of themselves.

All at once a violent pull was given to the cord. This was soon followed by a second, then by a third. It was the signal agreed upon to tell them that Jacques had reached the shore.



A shout of joy was heard on the ship. They hastened to fasten a strong rope to the cord, which was drawn on shore as fast as they could let it out, and was firmly fastened by some of the people who had come to the help of the little cabin-boy. By means of this rope many of the ship-wrecked sailors reached the shore, and found means to save the others. Not long after all had safely landed they saw the vessel sink.

This little cabin-boy was long ill from the consequences of his fatigue, and from the bruises he had received by being dashed against the rocks. But he did not mind that; for, in reward of his bravery, his mother received a yearly sum of money which placed her above the fear of want. Little Jacques rejoiced in having suffered for her, and at the same time in having saved so many lives. He felt that he had been abundantly rewarded.—*N. Y. Observer.*

#### **A Christian Mother's Death.**

Mournfully, carefully,  
Gaze on her now,  
She sleepeth so sweetly,  
No care on her brow;  
The conflict is over,  
The victory won,  
And angels have borne her  
Away to her home.

The heart that was throbbing  
Is calmly at rest,  
Hands that were busy  
Are laid on her breast;  
Eyes that were radiant  
Ne'er shall unclose,  
Beautiful sleeper,  
How sweet thy repose.

Free from all sorrow."  
Exultant she sung,  
As the gates of Eternity  
Wide open were flung;  
And visions of glory  
Unseen by our eyes,  
Made brilliant the pathway  
That led to the skies.

Then why should we weep  
O'er the beautiful clay,  
As silently, slowly,  
We bear it away?  
No sorrow or sin  
Shall ever invade  
The place where the Saviour's  
Beloved is laid.

**SAILOR'S GRAMMAR.**—"What part of speech is man?" said a pedagogue to a sailor boy pupil, "A verb, sir," replied the latter. "A verb, is it?" said the teacher, with a significant twist of his lips; please give an example." "Man the yards!" was little tarpaulin's instant response.

#### **Ship Library Reports.**

No. 782.

A BETHEL UPON THE SEA.

BUENOS AYRES, Dec., 1864.

The loan library, No. 982, which you so kindly sent me when in New York, then bound to this port, has since been at Paraguay, coast of Brazil, from thence to Valparaiso, west coast, hence to river Plata. Our next intended destination is Antwerp in Belgium; never have I seen books better adapted for seamen, as they are so interesting as to fix the attention of the most careless, and treat on high, moral and religious truths, which are fitted to impress the heart. All my crew read them with delight, and believe they have been enabled to derive from them much spiritual good. The Lord has been very gracious to us in all our wanderings. Five of my crew give evidence that they have found, by faith in Christ, that peace and happiness which the world can neither give nor take away. We steadily gather ourselves together twice a week to worship God and converse about the things concerning our eternal peace. All on board are in some measure impressed with the importance of divine things. We all thank you for your kindness to us, and earnestly pray, that God will continue to bless you and make you a blessing to seamen; and that the Society may continue to diffuse over the ocean the knowledge of the Redeemer, and be instrumental in turning many to righteousness.

If spared to reach Liverpool, our final destination, I will take the earliest opportunity of returning the library with the contributions of the crew. Praying that your reward may be a crown of glory.

I remain yours, with grateful respect,  
WM. RITCHIE, Master of  
British Bark, *James Carthy.*

No. 1179

I take great pleasure in informing you, that the men take a great interest in the "Library," and also in those magazines and the other reading matter that you gave me, and there is not a Sabbath day, since we have left, but over half the books are out amongst

the men, who, so far, have taken good care of them.

No. 1130.

U. S. Str. P.—Beaufort, N. C.

I now take my pen in hand to let you know how I get along with the ship's library, and how the books are received by the men of the P. Some of them appear to be very well pleased with the books, and some of them seem to think that they would rather have novels to read; but notwithstanding all that, I have let out over half the books.

There are not many followers of the meek and lovely Saviour on this ship, but I hope that there will be a general rush to be saved before long; may God grant it.

No. 812.

U. S. Str. Yankee, Rappahanock }  
River, Feb. 1, 1865. }

I have had this Library in my charge nearly one year. It was procured and sent to me by a brother, who has since gone to his last abode, I trust, to mingle his song with the children of God in that heavenly home. As we have changed our entire crew during the past year, the books have been read with much interest by officers and seamen, and I trust have done much good.

We hold meetings on the Sabbath when circumstances will permit. Although poor and feeble, we have a good attendance, and I trust in God that our labors is not in vain. Please accept our many thanks for your kindness to us. I pray the blessing of God will ever rest upon this Society in all ages.

Library No. 361 is still on the Lake schooner *Dashing Wave* in good order, and the books are read by my crew during the season of navigation.

Respectfully yours,  
CHAS. EGGLESTON.

No. 178—Has gone in its fifth voyage in Bark *John Fife*, for Glasgow.

No. 481—Has returned from its first voyage in good condition, and gone to sea again in the bark *David Cannon*, for Baltiimore.

### A Faithful Librarian.

CONSULATE OF THE UNITED STATES, }  
London, Dec. 28, 1864. }

TO THE AMERICAN SEAMEN'S FRIEND SOCIETY:—Some short time back, a seaman named Henry Muller, brought to this office a case containing twenty-three books, belonging to the American Seamen's Friend Society, with a request that I would forward them to New York. His statement was as follows: "The case of books were loaned to me for the use of the crew of the ship *Coldstream*, of Liverpool, E. C. Friend & Co., owners, while in New York. The said ship was wrecked off Cape Horn, on the 11th of July last. I saved them from the wreck and took them with me to Valparaiso, then over the Isthmus of Panama, thence to Aspinwall, thence to Queenstown, Jamaica, thence to St. Thomas', thence to Southampton, and from there to this port; they have been some considerable trouble and expense to me, but I thought it my duty to return them if possible." The poor fellow has delivered them here, and in good order; and I have no doubt that in moving them from place to place, they have cost him what he states—that was, about five dollars.

I am, sir, very Respectfully, yours  
JOSHUA NUNN, Deputy Consul.

### Christ's Sympathy.

While the storm was fiercely blowing:  
While the sea was wildly flowing—  
Angry winds and angry billow  
Only rocked the Saviour's pillow,  
Jesus slept.

But when sudden grief was rending  
Human hearts in sorrow bending—  
When we saw the sisters weeping  
Where their brother's form was sleeping,  
"Jesus wept."

### American Seamen's Friend Society.

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### Terms of the Life Boat.

THE LIFE-BOAT is published for the purpose of diffusing information and awakening an interest more especially among the young, in the moral and religious improvement of seamen, and also to aid in the collection of funds for the general objects of the Society. It will be sent gratuitously, post paid, to every family from which a contribution is received, and to all persons who act as Collectors for the cause, provided a package of not less than 25 to one address is made up.